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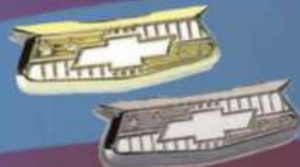


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After Years of Being a
Reliable Daily Driver, This
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This 1955 Chevy Found a New Home with One Lucky Winner



This '69 Camaro, owned by Kyle Feikert, is a one-of-a-kind machine with custom touches adorning surfaces inside and out. Photography by Grant Cox.



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THE PLACES WHERE TIME STANDS STILL

I live in a world of deadlines. It is a land in severe drought of time and devoid of enough hours in the day for both professional and personal projects alike. And, while this is a universal struggle I am sure many of you also share, I have found that this shortage of time seems to skip a few places in my life.

These chronological oases to which I am referring are the racetracks that have played such an important part in my life. They are where I learned to drive, where I learned to shoot a camera, and where, as a kid, I first got hooked on cars.

A few weeks ago I spent several days in Bowling Green, Kentucky, at Beech Bend Raceway Park for the Danchuk Tri-Five Nationals. Since I first visited that place a few years ago, it seems to have remained completely unchanged, as if frozen in time. Its rolling, grassy hills and wooden bleachers impervious to the years since I was last there.

Another track, one that I have frequented for much longer, is Willow Springs in Rosamond, California. It was the site of my first pit-crewing experience, my first on-track adventure, where I applied for my first job in the performance industry, and where I spent the day prior to writing this column. While hoofing it around Willow Springs shooting photos and helping coordinate the 2015 Super Chevy Suspension and Handling Challenge, it dawned on me that the only thing that seems to have changed since the last time I walked the paddock, some three years ago, was me.

I'm getting older, but Willow Springs seems to have stayed exactly the same. Or, at the very least, time seems to move slower there. I can still remember all of my youthful automotive endeavors at that track as if they were yesterday.

Memories of setting the OnStar off on my Chevy Cobalt (thanks to a set of quick-stopping track pads), hanging out in the timing



tower during a sweltering 110-degree day, working for a track day company – it's hard to believe some of that was a decade ago now.

One thing seems clear: I need to spend more time at these places. If nothing else, they slow down life's fast pace to a much healthier level.

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NEW MEXICO GAS STATION RUINS CONFIRM AUTOMOBILIA STILL TO BE FOUND ON OLD ROUTE 66

In the summer of 2015, I was driving on Interstate 40 through New Mexico on my way home to California from a Colorado car show. Just as the sun was setting, I thought I spotted the ruins of an old Whiting Brothers gas station up on old Route 66. A few miles further up I-40 in Grants, New Mexico, I checked into a motel for the night. The next morning, just before sunrise, I found a side road leading to old Route 66 and backtracked until I found the Whiting Brothers visible from down on I-40.

The memories all came rushing back. My mom and I filled up at this Whiting Brothers station in 1966 while returning to California with the '57 Chevy Bel Air my recently deceased great aunt bought brand-new in Stockbridge, Michigan. The first time I saw my great aunt and uncle's '57 Bel Air was in 1957 as a 5-year-old car-crazy kid on summer vacation in Michigan. In 1962, my parents stuck me on a Detroit Metro bound DC-10 and I spent the summer plowing fields with a '47 Allis Chalmers tractor and lusting after Aunt Mabel's Tropical-Turquoise-with-a-white-top '57 Bel Air. I don't remember boldly telling Aunt Mabel or Uncle John I wanted the '57 when they died, but it was very clear I wanted that '57 Chevy to be my first car.

When Aunt Mabel's will was read, there was no mention of the '57 Bel Air, but her son Robert Rockwell remembered me and sold us the '57 Chevy with 17,000 original miles for \$50.

The Whiting Brothers Route 66 chain of "gas for less" stations lasted from 1926 until the early 1990s. You can conduct a Google image search to enjoy a photographic tour through time of this Whiting Brothers station located 10 miles east of Grants, New Mexico, in between San Fidel and McCartys. In 2015, when I saw it last, the gas station was barely standing. It's quite possible by 2016 it will collapse completely and the only landmarks left will be the two big Whiting Brothers signs barely visible from I-40. 



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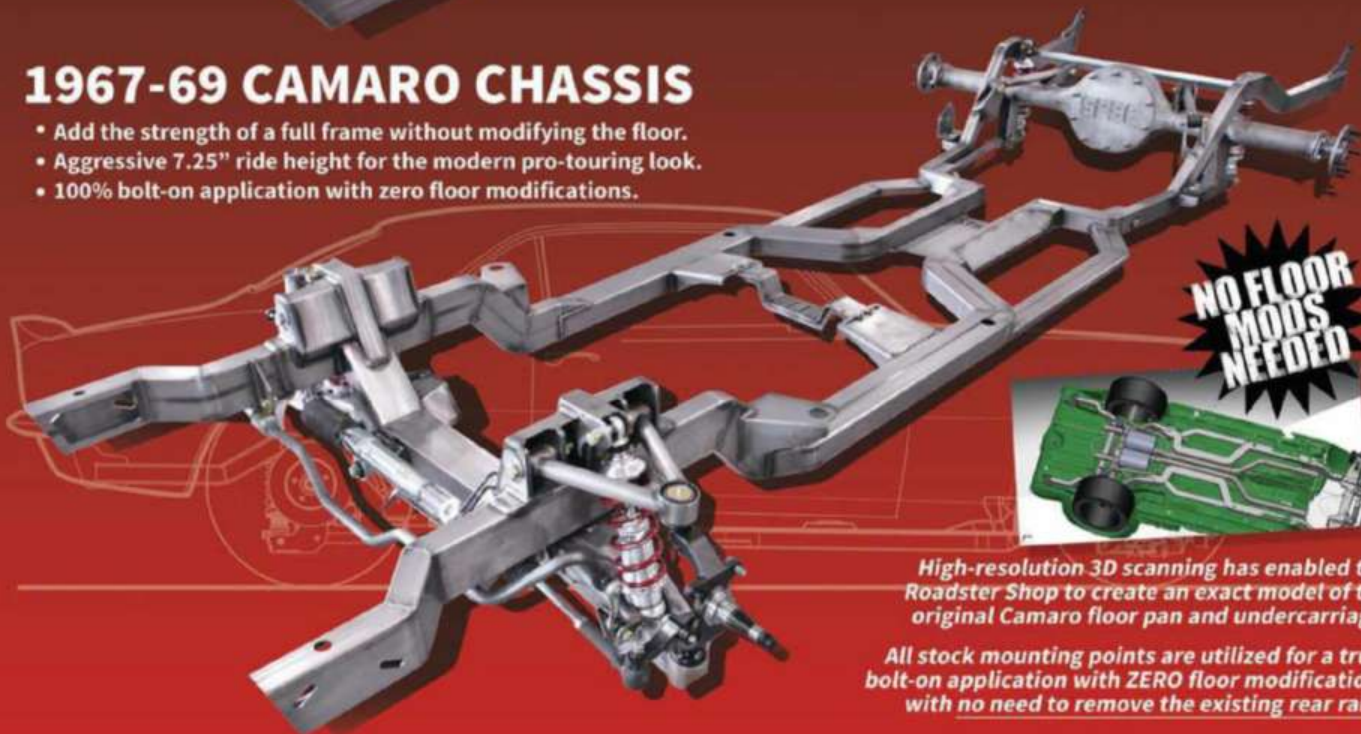
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FROM RAGS

CLUTCH ROD & CUSTOM TURNS KYLE FEIKERT'S '69 CAMARO INTO A SHOW-STOPPING, PRO TOURING WORK OF ART



Joe Bidwell Grant Cox

Despite the ease with which the television stars of today's "restoration" programs show the process of returning a deadbeat vehicle to glory, many enthusiasts who have gone on to

attempt it on their own get discouraged. The discovery that it's not really possible to restore a car by oneself in seven days or even seven weeks is an eye-opener, especially for first-timers like Kansas resident Kyle Feikert.

"I bought this car in 2008; it was my first antique car," says Feikert. "In Janu-

ary 2009, I decided – with no restoration experience – that I was going to overhaul my car myself."

Feikert started ripping everything apart with the help of his father, Larry. The duo took plenty of photographs along the way to document the process, even purchasing a rotisserie to

S TO RICHES



"I LOOK AT IT NOW, AND I CAN'T BELIEVE THIS IS MY OLD, RED DAILY DRIVER 1969 CAMARO."

—KYLE FEIKERT

help flip the car around and get every last piece removed. Then, the car was sent to Wichita to be mediablasted, and Feikert's worst fears came true — the car was full of rust everywhere.

"What I thought was a great deal turned out to be rusty underneath. I bought it from a local guy who had no

idea about rust," he says. "By this time, I realized that the shows on TV made this look way easier and less expensive than it really is."

Nevertheless, he continued down the rabbit hole, enlisting local bodyman Steve Sammons to hang new sheetmetal on the car.

After the sheetmetal was complete, Feikert had local engine builder Travis Price pick out a GM 350 four-bolt-main block and machine it to a 4.030-inch bore dimension for use in a 383 stroker application. The engine is filled with a SCAT cast-steel stroker crankshaft, Eagle connecting rods, and



Speed Pro 10:1 flat-top pistons.

On top, a set of Air Flow Research cylinder heads inhale and exhale the fuel, with valve action controlled by a COMP Cams hydraulic roller camshaft, hardened pushrods, and COMP roller rockers. A Demon 750-cfm carburetor supplies the fuel through a polished Edelbrock Performer intake manifold, while ignition is handled by MSD.

At the same time, Feikert decided that the Pro Touring route was the direction he wanted to go with the car so he procured and installed an air-ride system from RideTech to help drop the car in the weeds. The system uses a set of ShockWave airbags front



When you look at this car, you know it's been tuned up, and the body lines are clean, but you don't realize just how much work was done until you really sit and analyze the changes from stock.



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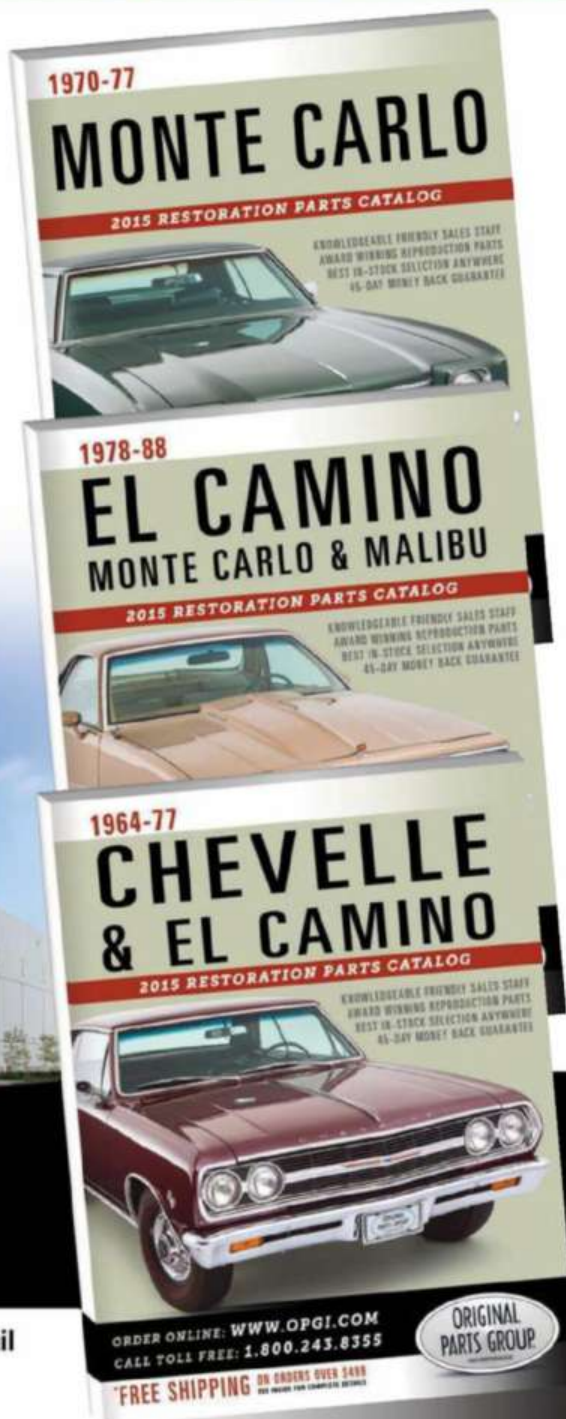
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and rear to control the car's ride height. RideTech drop spindles and sway bars are also used to round out the suspension and give the car a mean stance that's designed to turn heads.

In addition, the car received a new Tremec TKO 500 transmission and Sachs clutch, Moser 12-bolt rearend stuffed with 3.55:1 gears, and a set of Wilwood disc brakes for all four corners were purchased – and that's where the party came to a screeching halt.

"I was out of play money and trying to build a house for my growing family at the same time, so the Camaro was put into storage for a while," says Feikert.

Fast forward to June 2012. The house was complete, children Halie and Nick were growing up, and the Camaro started to occupy his thoughts again. He headed to Clutch Rod & Custom in Wichita with the expectation of having the car painted – finally – but came out with a whole new plan, one that

resulted in the beautiful Camaro seen here.

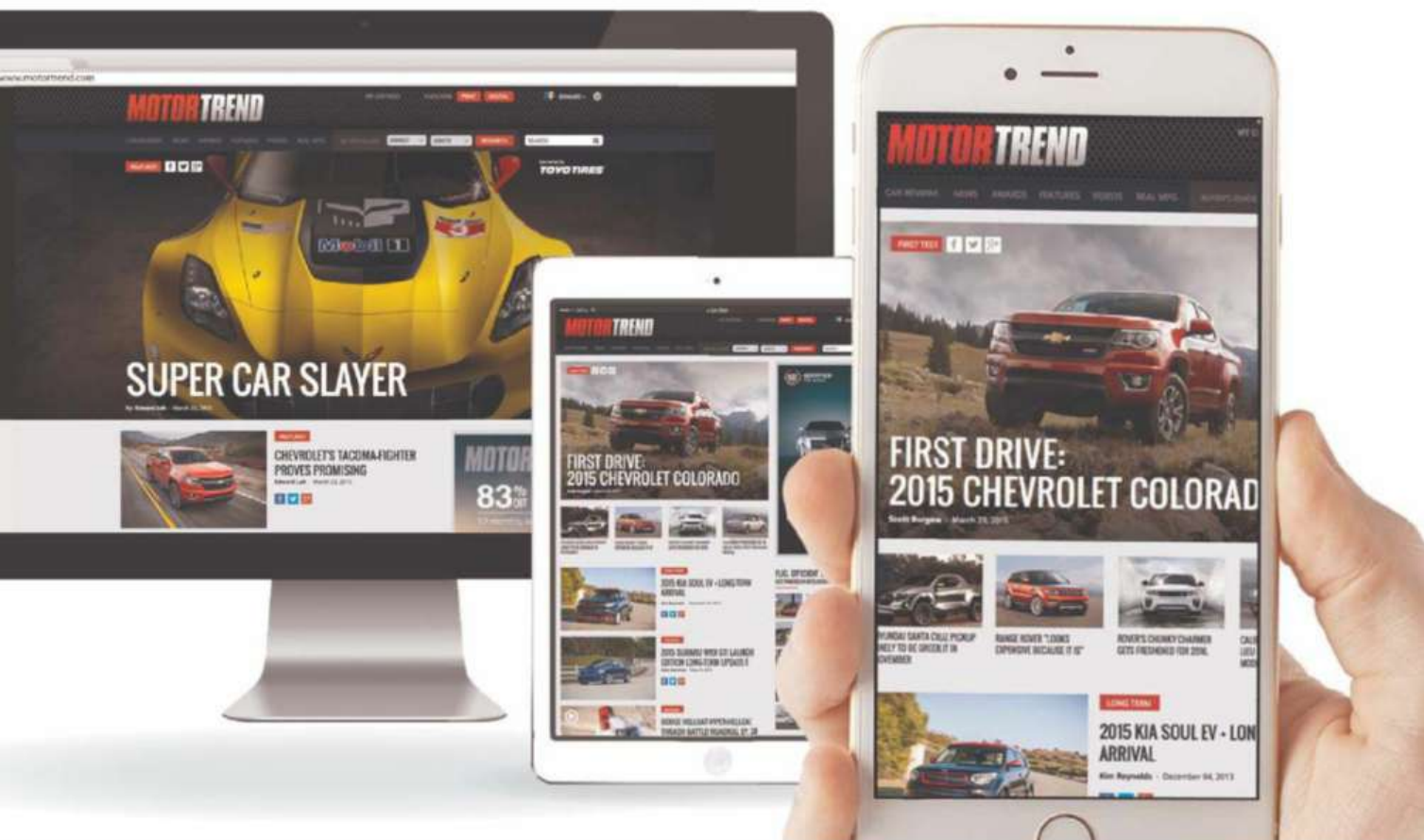
"They sat me down and showed me a concept design of what the car could be with some modification, fabrication, and custom paint to help make the car one of a kind," he explains.

The body panels were modified to provide proper panel alignment, modifications were done to ensure the glass was flush-mounted, the driprails and door handles disappeared, and the bumpers were modified. In addition, the cowl panel was redesigned, and nearly all of the chrome and trim was stripped from the car to give it a stealthy appearance.



Once all of the welding, grinding, and sanding was complete, the car was covered in a custom Gray Pearl hue complete with a custom black and red stripe for visual effect – it does a nice job of drawing the viewer's eye over the car's muscular flanks. When you look at this car, you know it's been tuned up, and the body lines are clean,

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but you don't realize just how much work was done until you really sit and analyze the changes from stock. Clutch Rod & Custom did an amazing job with the exterior mods on this bad boy.

No Pro Tourer is complete without solid rolling stock; to this end, a pair of Boze XMS 17x8 wheels wrapped in BFGoodrich G-Force 215/45/17 rubber sit under the front fenders, while two 18x8 XMS wheels and 255/45/18 G-Force skins sit out back to fill up the unmodified wheelwells perfectly.

The inside of the car received the same type of attention — a custom console and kick panels were designed and built, power windows were installed, and an air-conditioning system from Vintage Air was set into place to make the interior livable on the hot days this car will see traversing the Great Plains from show to show.

"They hired one of the best upholstery guys in the Midwest to bring the design to life — Walt Curry of Walt's Upholstery in Mulvane, Kansas. He built one of the finest interiors I have ever seen," says Feikert.

Auto Meter Phantom gauges sit in the soft-touch vinyl-wrapped dash, while ProCar bucket seats cocoon the upfront occupants. The finishing touch to the interior is the custom sound system, consisting of a Pioneer AVH-X3500BHS head unit, Rockford Fosgate amplifiers, and Rockford Fosgate speakers mounted in custom speaker panels.

Other custom interior touches include extra factory A/C vents, a set of Clayton Machine door handles and pedals, and the hidden LED lighting in the seats. The entire car runs on a custom-wired electrical system from Painless Wiring.

The car was delivered to Kyle and his family on April 5, 2013.

Feikert says, "after a little over four years of on-again, off-again, on-again work, I have the Camaro of my dreams. I'm thankful for all of the work Steve Sammons and Travis Price did on my car, and I can't thank Tracy and the guys at Clutch Rod & Custom enough for making me a one-of-a-kind Pro Touring Camaro. I look at it now, and I can't believe this is my old, red daily driver 1969 Camaro."

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AFTER YEARS OF BEING A RELIABLE DAILY DRIVER, THIS NOVA GOT THE RESTORATION IT DESERVED

✍️ **Scott Sparrow** 📷 **Marcus Redd**

Our love with the automobile has always been filled with certain degrees of passion. And, while that passion tips the scales of love and hate, it is what drives us. After all, we're car guys, right?

From late-night bloody knuckles, which seemingly always end in a volley of expletives, to those early sunlit weekend mornings where it's just you and your machine driving – somewhere

– it all seems worth it as you look at your tach and pull another gear.

Granted, there is a select group of car enthusiasts who'd rather build their car with a checkbook instead of their hands, but then there are the rest of us. It's this group who spent a majority of their youth watching others build their cars, slowly amassing a knowledge base sufficient enough to understand what it takes to restore, modify, or build something with your hands – and then there's Damien Jackson.

People like Jackson are a breed all their own. They share the passion, but have never put a hand on a wrench, yet one day decide it's time to take the hook, line, and sinker, blindly entering into a relationship with something they had no knowledge about other than it caught their eye. In the case of Jackson, what caught his eye was the 1964 Nova you see on these pages.

"My love for cars began in elementary school. I've always been into classic cars – the lines, the shapes. The guys who de-

FAVOR



signed these cars from the '50s into the '70s were the greatest designers ever. What you see from this era is passion. More importantly, for me, are the lines of the cars, the beauty of the simplicity, is timeless."

While Jackson acknowledges his love-at-first-sight approach isn't too conventional, most can relate to the feeling. "I saw that car and it just set on me. I knew it was there and I couldn't get it out of my mind. I admired it from the very beginning. Even though I had no idea of where I would end up with the car, I knew I wanted it," he said.

After driving past the car for several days in West Los Angeles, the Hawthorne, California, resident decided to investigate further. "There was no 'for sale' sign on the car so on a whim I decided to leave a note on it asking if the car was for sale and see what happened," Jackson said.

A few weeks passed without a call. By this time, Jackson figured the car was a lost cause – then the phone rang. "I spoke to the gentleman and he asked me what kind of offer I'd make, but I didn't want to insult him so I asked him to tell me what he wanted. When he said \$1,200 I had a hard time containing

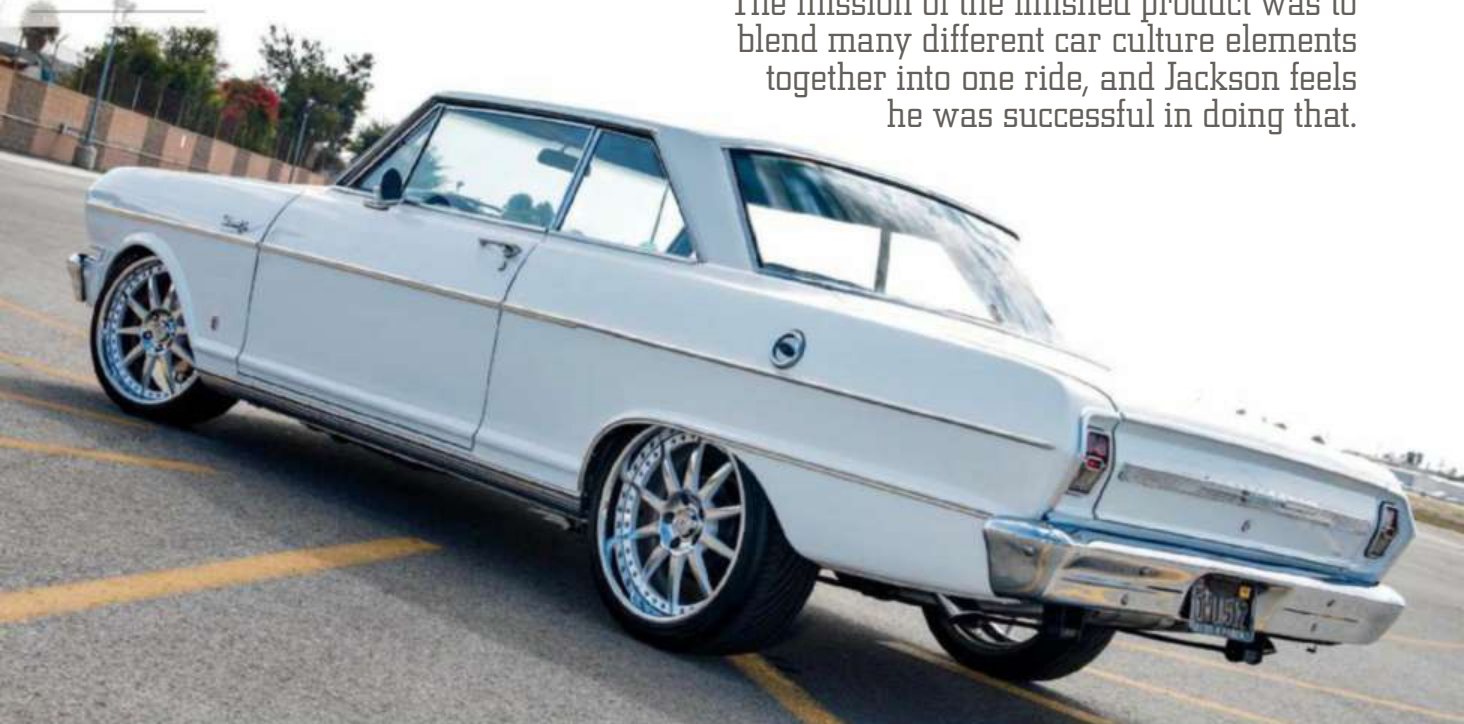


myself," a jubilant Jackson added.

The next day, Jackson and his brother picked up the car and the planning began. Suddenly though, Jackson was faced with the reality of having the car, without a clue of what to do with it. What do you do when faced with that situation? You drive it.

"I drove that car to work every day," Jackson said. At the time, he was a Los

The mission of the finished product was to blend many different car culture elements together into one ride, and Jackson feels he was successful in doing that.



Angeles Traffic Enforcement Officer, but soon after he entered the police academy, and the car he drove to and from weeks of grueling training to become an LAX Airport Officer was his beat-up, straight-six-with-a-Powerglide 1964 Nova – without air conditioning.

"It needed frontend work really badly. Every time I touched the brakes it would want to jump into the right lane, but I didn't care, I loved the car. I was doing pull-ups all day, running, all sweaty and worn-out, but as soon as the day was over and I got into that car with its beat-up bench seat, tattered interior, and wobbly frontend, I was at peace," Jackson said. "That was 11 years ago. A lot has changed with the car, but each time I get in it, I still have that feeling."

The transition from beater to rad ride took a lot of time. In fact, a few years after graduating from the academy Jackson was faced with a tough choice. "I had to let the car go. I had family responsibilities, and the car was something I just couldn't justify keeping because it wasn't practical," he said. He ended up selling it to a friend in Las Vegas who built drag race cars. The plan was to convert it into a quarter-mile machine, and while Jackson would no longer own the car, he would still have visitation rights when it was at the strip.

Fate, though, had other ideas. The car was never built and remained in Vegas until one day Jackson was in a position



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to buy it back. This time though, he had a plan. What he didn't have, was experience. "Oh sure, I customized some stuff before, but wheels, window tint, and a stereo is nothing compared to the journey I was about to take," Jackson said. "Once I got into this, it was a whole new ballgame. When I stated to rebuild this car, all I had was a plastic toolbox with about 20 pieces in it. I was lost. There were times when I just wanted to give up, sell it ... whatever, to just get away from it," he said.

Like a lot of first-time builds, there were multiple times the wheels feel off Jackson's bus, but thankfully, like a lot of us, he had enough friends to help him through. "They kept telling me to get some tools," Jackson laughed. Over time he did, and soon the long nights out in the garage got a bit shorter as Jackson headed to the crest of a steep learning curve. He, along with the helping hands of the more experienced Erik Odem and Freddy Steger worked on the car for the next six years. "They laughed at me a lot, but in the end, they were the guys that really pushed me through this project. I know they let me make a few mistakes on my own, but saved me from a lot of other ones," Jackson said.

On the upside, Jackson says if someone were to ask him about a '64 Chevy Nova he can pretty much answer any question thrown at him. While he may not have had a clue on how to build the car, he knew what we wanted, and despite resistance for some of the choices he made, he stayed true to his vision. The first question he's often asked is

about his choice of colors – red, white, and blue. He says, the idea actually wasn't born from his patriotism.

"The car was white to begin with, the interior was roughly the same color you see now and I liked it. All I did was jazz it up a bit. The red is all about power. It's associated with sports and performance. As the car moves, the spokes on the wheels are far enough apart they almost become invisible. What you see while it's in motion are the calipers, the brake rotors, the upper and lower control arms, and the springs. All of the things under the hood can be seen through the wheels while the car is in motion. It would have been a shame to not see those parts – the car would be bland. I wanted the car to have some life and expression as it was being driven, by doing what I did, it isn't bland," Jackson said.

The mission of the finished product was to blend many different car culture elements together into one ride, and Jackson feels he was successful in doing that.

"There's a little bit of lowrider, street car, and drag car in this. If you look closely to the car, you'll see them," he added.

Like any project, Jackson still sees room for improvement, but considering where this build started and where it stopped, he surely can be proud of his efforts. "Sure, there are a few things I would do different, but all in all, I think the car represents what my vision was – especially for a freshman build," Jackson said. 

WHAT MAKES IT GO

ENGINE

Builder: Erik Odem
Type: SBC
Displacement 406 ci
Compression: 10:1
Block: Factory 400 casting
Rotating Assembly: Eagle crank and rods, JE pistons
Cylinder Heads: AFR 195
Camshaft: Custom roller cam
Machine Work: Vellios Machine Shop
Induction: Edelbrock Air-Gap intake manifold and Demon 750-cfm carburetor
Ignition: MSD
Exhaust: TCI headers, custom 2.5-inch exhaust, Borla mufflers
Horsepower: 500 [estimate]

DRIVETRAIN

Transmission: TH400
Differential: Rebuilt 10-bolt with Detroit Locker and 3.08 gears

CHASSIS/SUSPENSION

Front Suspension: TCI front clip with tubular control arms, antiroll bar, 2-inch drop spindles
Rear Suspension: CalTracs bars and springs
Steering: Flaming River steering column, rack-and-pinion conversion
Brakes: CPP 10.5-inch disc brakes with master cylinder and booster
Wheels: SAF forged-aluminum wheels, 19x8.5 front and 19x10 rear

INTERIOR & EXTERIOR

Interior: Suede and vinyl interior by Amadeus Upholstery
Gauges: Dakota Digital dash
Air Conditioning: Vintage Air
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Bodywork: George Gray
Paint: GMC White sprayed by Freddy Steger



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✍ Evan Perkins 📷 Robert McGaffin

Under a surreal Bowling Green, Kentucky, sunset, at the conclusion of the inaugural Danchuk Tri-Five Nationals, the Golden Star Auto 1955 Chevrolet Giveaway Car, built by Woody's Hot Rodz, was handed over to a gentleman holding the winning raffle ticket.

Larry Burns, the luckiest man in Kentucky, couldn't have wiped the smile off his face even if he wanted to – and why would he? As he sat in his new '55 Chevy



for the first time, he was surrounded by applauding – though inevitably envious – Tri-Five lovers and bathed in the flickering light of camera flashes.

"I came out because I wanted to be part of [the Tri-Five Nationals]," said Larry. "I've had a '55 since 1992 and have loved every bit of it. I'm just a Tri-Five

guy. I couldn't believe I won. I was in shock. There was no way I even thought I had a chance of winning that car."

Larry will park his new Chevy next to his current '55 and even has plans to drive it back to the event next year. From Bowling Green, the car will go to the SEMA show and be displayed in

the Golden Star Auto booth, then it will be delivered to Larry for him to start wracking up miles.

If you've been following this build either online at superchevy.com or in the last several issues of SUPER CHEVY, then you already know the story behind Larry's new ride. For those that



The purpose of the giveaway build was to promote the inaugural Danchuk Tri-Five Nationals... "We thought, if we are going to promote this, let's give away a car,"
—Chris Sondles of Woody's Hot Rodz.





haven't, the build started as a bare 1955 sedan chassis and is the culmination of a lot of effort by the team at Woody's and the generous involvement of several great manufacturers. The completed Bow Tie you see before you is a running, driving, pristine example of a Tri-Five, assembled in just a handful of months.

Under its skin, the stock '55 Chevy chassis is upgraded with a Woody's Hot Rodz Weld-In X Member and Rear Shock Crossmember. Suspending the frame are Woody's tubular control arms, Viking adjustable shocks, and stock rear leaf springs. Power is provided by a Chevrolet 350ci, 195-horsepower crate engine (donated by Hirlinger Chevrolet), which is topped with a Holley intake manifold and carburetor. The go is transmitted through a Phoenix Transmission Products-built 700-R4 to the refreshed original differential with 3.55 gears. A Unisteer Performance Products power rack-and-pinion conversion handles steering duty while Right Stuff Detailing disc brakes help stop this heavy Chevy.

The metal and paintwork on the Woody's reproduction body was all handled in-house. Brian Graber, Woody's painter and body shop manager, sprayed the car with primer and laid a coat of Chrysler Surf Blue PPG Envirobase water-based paint on top of the fresh panels.

The purpose of the giveaway build was to promote the inaugural Dan-chuk Tri-Five Nationals, which took place August 14-15, 2015, at Beech



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Bend Raceway in Bowling Green, Kentucky. "We thought, if we are going to promote this, let's give away a car," said Chris Sondles of Woody's Hot Rodz.

For its inaugural year, the event drew 1,858 1955-'57 Chevys to Beech Bend's grassy expanse, shattering the previous record gathering of 775 Tri-Fives posted at the Classic Chevy Club International Convention in Dearborn, Michigan, back in 1989.

Die-hard Tri-Five fans made the pilgrimage from 47 states and 6 countries, some driving thousands of miles to attend.

So, when the dust settles in the aftermath of a great event, what do you? The answer: Plan another one, of course. Next year's Tri-Five Nationals will take place on August 12-13, again at Beech Bend Raceway. And, better yet, the Woody's team will be bringing another car to give away to one lucky fan, like Larry. Only this time, to celebrate its 60th anniversary in 2016, they'll be bringing a jade green 1956 Chevy 210 two-door sedan. Can you guess what Woody's Hot Rodz will be building in 2017? If you said a '57, you get top marks. 📺

WHAT MAKES IT GO

ENGINE

Chevrolet 195-horsepower 350 supplied by Hirlinger Chevrolet.

TRANSMISSION

Phoenix Transmission Products 700-R4.

CHASSIS

Stock '55 Chevy with Woody's Hot Rodz weld-in X member and Rear Shock Crossmember.

SUSPENSION AND STEERING

Unisteer rack-and-pinion upgrade, Woody's Hot Rodz tubular control arms, Viking adjustable shocks.

BRAKES

Right Stuff Detailing disc brake conversion front and rear.

ELECTRONICS

American Autowire Classic Update Series harness installed by Bud Kocher of Specialty Automotive.

WHEELS AND TIRES

Cragar wheels with Coker Tire bias-ply Firestone whitewalls front, and blackwall cheater slicks out back.

PAINT

Chrysler Surf Blue PPG EnviroBase, Pinstriping by Taz of the Sketchpad, Cincinnati, Ohio.

SOURCES:

American Autowire
800-482-9473
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STEROIDS OF STOP

WE DITCH THE FACTORY DRUMS ON OUR 1955 SEDAN FOR POWERFUL HYDRAULICALLY ASSISTED DISC BRAKES



It used to be if you wanted disc brakes on a Tri-Five, you scrounged parts from a junkyard and bought roughly-made mounting brackets so your Shoebox could stop on a small piece of change rather than a dollar bill. And, the biggest you could get were the 11-inch discs that came on heavy-duty factory systems. Thankfully, those days are long gone.

Today, when someone wants to upgrade the brakes on their stock Tri-Five chassis, there is such a variety of kits to choose from it can leave your head spinning. Do you want single-, dual-, four-, or six-piston calipers? What size rotors do you want? Do you need a kit with drop spindles to get your stance lower? Do you want manual or power-assisted brakes? We could go on and on until you're confused out of your skull, but you get the point.

You might recognize our 1955 210 sedan from when we ditched our dying 235 six-cylinder for an LS powerplant and 4L60E trans using a Classic Performance Products conversion kit. We then installed a CPP 500-series power steering conversion, and a 2-gallon CPP aluminum fuel tank. That left us with just one more thing to do for full roadworthiness and modern feel: disc brakes.

Looking at the options, we could've gone with a typical vacuum-assisted brake system, but we didn't want a big power booster cluttering up the engine compartment, and we also didn't want to have any sort of minimum vacuum requirements limiting us on any future engine mods. We also didn't want to go with manual brakes, which could cause normal street driving and cruising to give our leg a heavy workout. So, that left us with the obvious choice, hydraulically assisted brakes.

CPP's Hydra Stop system was designed for direct fit into a variety of classic applications and utilizes the power steering pump to supply the necessary hydraulic pressure for brake assist. So, if you're running a radical cam profile that doesn't leave you with a lot of vacuum, your brakes will still work just fine. And, you don't have to clutter up your engine compartment with a vacuum reservoir.

The Hydra Stop system is compatible with any of CPP's disc brake kits, and can be used in front disc/rear drum or front disc/rear disc setups. No firewall mods are needed, and the Hydra Stop assist unit is compact enough so you can still easily get to all of the spark plugs, remove the driver-side valve cover with no difficulties, and work on your engine a bit easier.

"CPP offers 100 percent brand-new hydraulic assist units, not remanufactured units that were pulled from a junkyard," said CPP's Javier Nunez. "They are designed with bolt-on mounting brackets and the proper linkage to connect to the brake pedal. We offer Hydra Stop systems in both entry-level and high-end, show-quality units, and complete or individual."

The kits come with everything you need for a full four-wheel conversion, including necessary hard lines, flex lines, and hardware. CPP's kits are designed for easy fit and installation. We had every-

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thing done at a leisurely pace over the course of a weekend, which means your Tri-Five won't be off the road for very long. And the end result was our 1955 having the stopping power of a modern sports car, giving us better peace of mind when driving in traffic around town, and the knowledge that when we hit the dragstrip and autocross course, we'll have no problems slowing things down. **S**



1 Our 1955 sedan still had its factory, non-power assisted drum brakes at all four corners. These brakes might've been fine back in the day, but there's no denying that in the modern world, they're antiquated, ineffective, and in some cases dangerous.

2 Out back, we already had upgraded to an 8 1/2-inch 10-bolt rearend with factory disc brake backing plates.

3 After supporting the lower control arm with a pole jack, we unbolted the original spindle from the upper and lower ball joints.

4 Next, we unbolted the tie-rod ends from the steering knuckles.

5 The last step before spindle removal is disconnecting the brake hose from the mounting point on the frame.

6 A few whacks with a hammer and the spindle came free from the ball joints.

7 Now is the perfect time to inspect your ball joints and replace them if necessary. Ours were in great shape, only the dust boots needed replacing.

8 The CPP Hydra Stop system comes preassembled on CPP's Tri-Five 2-inch drop spindles. This gives us more stopping power and a lowered stance that will improve handling and looks. All you have to do is bolt it up to the ball joints, just like the factory spindle.

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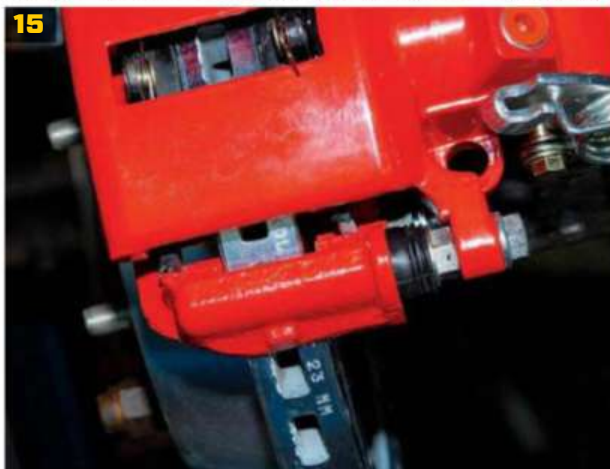
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9 CPP's Hydra Stop brake system utilizes heavy-duty twin-piston production calipers from the Hummer H2. Not only do these calipers provide an enormous amount of clamping force, when the time comes for replacement pads you can visit any local parts store. We had already modified a set of 18-inch fifth-gen Camaro wheels to fit our '55, so we had no trouble with caliper clearance. This big-brake kit requires a 17-inch minimum wheel diameter for clearance between the wheel and caliper.

10 One thing you'll need off the old factory spindle assemblies is the steering knuckles. We unbolted ours, then cleaned them up and gave them a fresh coat of black paint before bolting them onto our new CPP spindles.

11 The rotors in our CPP kit come drilled and slotted, with directional internal cooling vanes for increased heat dissipation. The drilling and slotting helps to prevent outgassing of the brake pads under heavy braking from causing brake fade, due to gas buildup between the surface of the rotor and the face of the brake pad.

12 Our rear CPP disc brakes use Lincoln Continental emergency brake style calipers that are a single-piston design. This setup is more reliable than systems that use a pair of small shoes that run on the inside of the rotor for the emergency brake.

13 To install the rear discs, first the axles have to be removed from the rearend, followed by the later-model GM rear disc backing plate.

14 The CPP rear disc kit uses mounting brackets that bolt right to the axle flange. Shims are included to help center the caliper on the rotor.

15 There's no set starting point for the rear caliper shims, so the best way to start is throw a couple of them on the mounting bracket, bolt the caliper in place, and check the location of the brake rotor inside the caliper. Here you can see the rotor is too close to the outside of the caliper, meaning we have too much shim thickness. We pulled a medium size shim out, bolted the caliper back on, and it was centered almost perfectly. Each side will be a little different and require some test fitting to find the correct thickness of shims for each side. Not hard at all to do, just requires a little patience.

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16

The real heart of our CPP Hydra Stop system is this beauty. Instead of using vacuum for brake assist, Hydra Stop uses hydraulic pressure from the power steering pump. There are numerous advantages to using a hydraulically assisted brake booster. For starters, the Hydra Stop unit is more compact than typical vacuum boosters, meaning they take up much less space in the engine compartment. Second, not using engine vacuum means camshaft selection for your engine isn't limited by vacuum output, nor will you have to install an unsightly and space hogging vacuum reservoir. And finally, it just looks more attractive.

17

The CPP Hydra Stop unit mounts to the firewall using the original master cylinder's four mounting studs.

18

Next was hooking up the hard lines from the frame to the included, four-wheel-disc-calibrated proportioning valve. CPP sells prebent hard line kits for Tri-Fives and a variety of other Chevys, so you don't have to spend time bending, cutting, and flaring lines to fit. They're available in factory original style or stainless steel.

19

With the Hydra Stop unit secured, we could plumb the hydraulic lines to feed the system. Pressurized hydraulic fluid flows from the power steering pump to the steering box, then from the steering box to the Hydra Stop unit, using the included cut-to-length braided steel high-pressure power steering lines.

20

Both the included high-pressure lines and return lines for the system are cut-to-fit, so you'll need to do some mocking up to figure out your routing and line length, then use masking tape to mark off where you need to cut. The tape also helps keep the steel braid from fraying while cutting.

21

The kit includes an inline fluid filter that goes in the main return line after the T-fitting that connects the returns from the Hydra Stop unit and steering box. The filter prevents any sort of harmful debris from being sucked into the power steering pump and damaging it.

22

Here's how the return lines will look once they're trimmed to the proper length. All that's left is to hose clamp them in place and connect our main feed line to the power steering pump.

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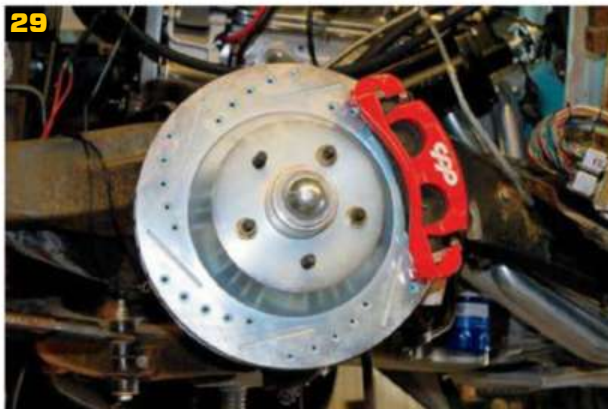
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SOURCES:

Antivenom Performance
813-381-3995
antivenomelf.com

Classic Performance Products
714-522-2000
classicperform.com

23

So we could use the emergency brake function of our new rear calipers, we grabbed one of CPP's rear disc emergency brake cables, (PN 5557EBC). This cable is made to connect to the factory e-brake cables, so we can use the stock e-brake handle inside the passenger compartment. The two cable ends attach to the calipers, and are secured with retaining nuts. Then, the whole cable assembly connects to the front pull cable.

24

To connect the hard brake lines on the rearend to the main frame mounted line, we picked up CPP's Tri-Five-specific rear brake hose, (PN RSFLK-316).

25

The CPP rear disc conversion kit includes these mounting brackets that clamp onto the axletubes and hold the couplers in place for the rear brake lines and hoses.

26

The CPP brake line kit includes the main lines that feed the right side of the car and the rear. They're also prebent and already the proper length, so all you have to do is feed them along the frame and secure them in place.

27

The Hydra Stop unit comes with the correctly calibrated proportioning valve (for either front disc/rear drum or front disc/rear disc) installed and ready to go. It even has the wire in place to hook up to the brake light.

28

The last step is hooking up the factory brake pedal to the Hydra Stop actuation rod. This was an easy process, and the rod lined up perfectly with our pedal. Sometimes this isn't always the case, so CPP includes the parts and pieces needed for adjusting the pedal and/or actuation rod to get everything hooked up correctly.

29

And there you have it. We've gone from the sweat-inducing, hold-your-breath-and-pray drum brakes, to hard-clamping, sure-stopping discs that can take spirited street driving, high-speed dragstrip passes, and heavy-footed autocross fun. These look so good, it's almost a shame to cover them up with wheels!

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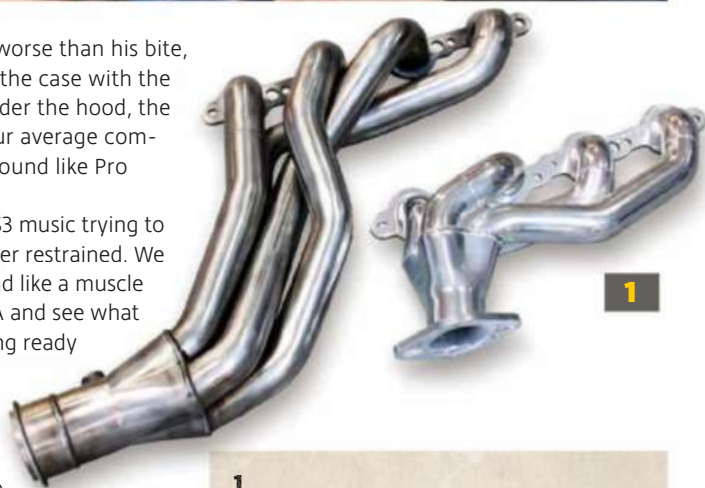
GET YOUR CHEVY SS SOUNDING RIGHT, AND FLOWING FREE, WITH AN AFTER-BACK SYSTEM FROM JBA.



There's an old adage about a dog whose bark is worse than his bite, but what if it were the other way around? Such is the case with the new Chevy SS. Even with an eight-cylinder LS3 under the hood, the sound out the tailpipes was barely louder than your average commuter car. Mustangs, which make far less power, sound like Pro Stockers by comparison.

Even when we mashed the throttle the sweet LS3 music trying to emanate from the stock mufflers was stifled and over restrained. We didn't want quiet, we wanted the damn car to sound like a muscle car. The solution was to call up the folks over at JBA and see what they had cooking. At that time they were just getting ready to introduce a selection of exhaust goodies to help make the new Chevy SS sound the way God intended V-8-powered American cars to sound.

Of course, we didn't necessarily want our ears to bleed, or be slowly driven insane by drone, so we were happy to find out that JBA had various levels of exhaust systems from mild to wild. They constructed the systems so they would be easy to install and not tick off California's smog police and they offer kits for those that are hitting the track and want maximum performance. To check out all of their offerings we headed over to their R&D department where they had a shiny new SS up on the rack. 📺



1

There are two directions you can go when upgrading your exhaust system. For street cars that need to stay emissions compliant, JBA offers sweet 1.75-inch Cat4ward headers (PN 1813SJS). For those that roll on the wild side they make a set of competition 1.75-inch long-tubes (PN 6815SJS) that will net the biggest power gain. Either style can be ordered raw or, for a few extra bucks, coated in silver ceramic.



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2 Under the SS is the standard GM arrangement of four catalytic converters with an H-pipe in the mid-section. The system is clamped together rather than welded, which makes swapping a snap.

3 Don't try removing or installing headers/manifolds from the top, doing so will only result in tears. However, from underneath the car it's a pretty easy undertaking. First, JBA's R&D Technician Scott Reed removed the plug wires and dropped the stock iron manifolds. He was then able to slide the new shorties in place.

4 The stock, emissions compliant system, with cats, could then be bolted back in place. Aside from looking better and weighing less than the iron GM exhaust manifolds, the new shorties free up a few horsepower.

5 This shot illustrates how impossible it would be to remove and/or install headers/exhaust manifolds from the top of the car.

6 Here's the new after-cat system from JBA. Made from high-quality, mandrel-bent stainless, this kit (PN 40-3118) is designed to mate up to the factory 2.5-inch cat assembly. For those on a budget, or just want to retain more of the factory system, JBA also offers an axle-back system (PN 40-3117).



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7
The massive stock muffler makes the new stainless JBA muffler look almost tiny. In addition to knocking a few pounds off the SS, the new exhaust system should help give the Chevy a more aggressive muscle car sound.

8
Scott unbolted the system and removed the stock mid-section. No welding or cutting meant it would be easy to go back to stock if we ever wanted.

9
Here you can see the GM mid-section next to the new JBA parts. Noticeable differences include the deleted resonator chamber, the use of an X-pipe (as opposed to the factory H-pipe), and the fact that JBA has three pieces rather than the one huge factory deal.

10
The JBA mid-section simply bolted to the factory cats using the supplied clamps.



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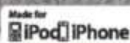
11
The rear connectors are the same “ball” type GM utilizes. This design is nice since it made adjusting the system super easy. Once everything was lined up perfectly the clamps were tightened up.

12
The resonator on the GM system isn’t part of the emissions package, so removing it won’t run you afoul of the law. It’s there to remove certain harmonics that can lead to drone on the highway. It also quiets down the stock system quite a bit.

13
With the new system, it is possible to have drone at certain rpm/mpg points. To combat this, JBA includes what they call Drone Killers in the after-cat kit. These cones fit inside the inner tailpipe (one on each side of the car) and can easily be removed for track day and then popped back in for cruising.

14
The polished, 3-inch stainless tips fill the bumper cutouts much better than the stock single tips. It’s almost like GM planned for dual tips when they designed the bumper.

15
The competition-only long-tubes install just like the shorties, from the bottom.



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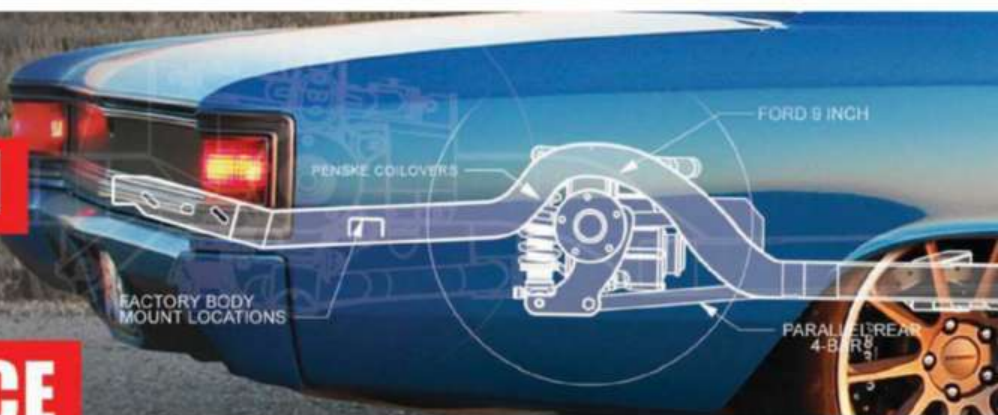
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16

The fitment was great and they easily cleared the frame and the driver-side oil cooler.

17

For all-out competition, JBA offers non-catted, 2.5-inch mid-pipes (PN 6815SD) in the same stainless as the rest of their parts. They also offer a catted version (PN 6815SDC).

18

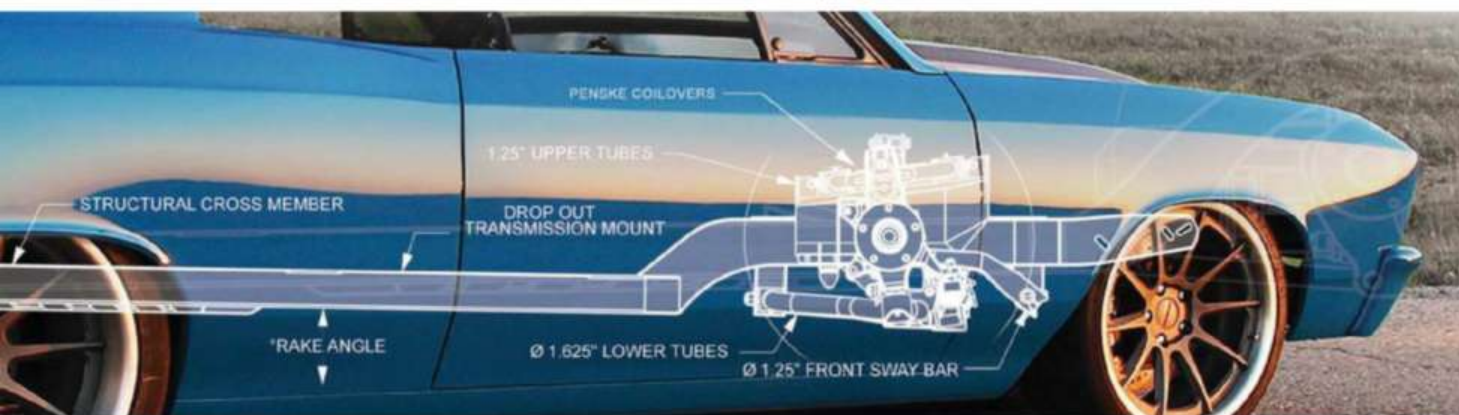
The long-tube headers utilize stainless band clamps, which we really prefer over traditional gaskets and bolts.

19

The new JBA system used the factory rubber hangers and we didn't need to use extensions for the O2 sensors.

20

Here's a shot of the competition system fully installed and ready to rock. Simple, clean, lightweight, and high flowing; who could ask for more?

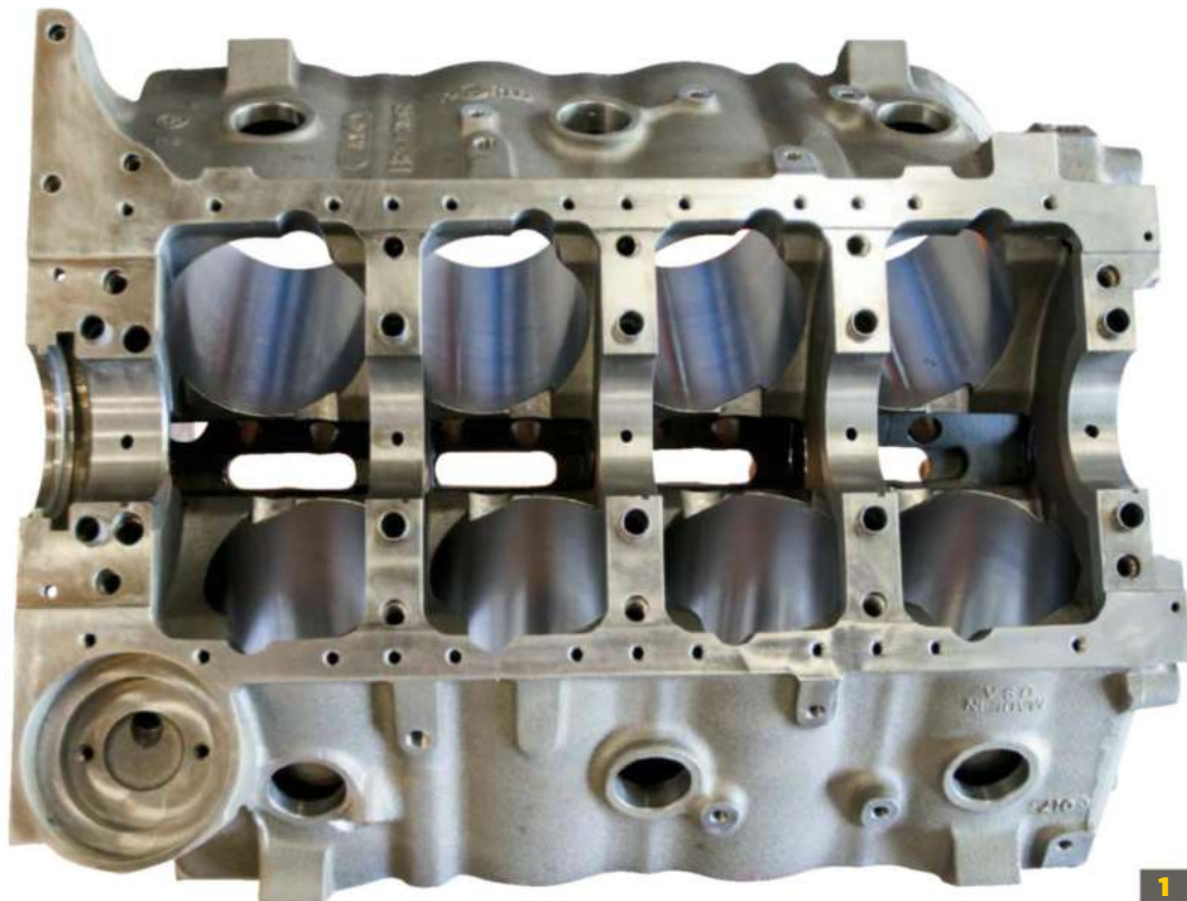


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OLD SCHOOL, BAD

BIG CUBES, BIG COMPRESSION, AND ALKY



1

There was a time when an engine builder's arsenal of power-producing weaponry was much smaller than it is today. Before nitrous was as widely available (or as well understood), while turbochargers were practically military-grade technology, and when blowers were exotic – read expensive – hardware, the average racers of the golden era of hot rods still found ways to go fast. So how did they do it? Three ways: cubic inches (courtesy of Detroit); big compression; and fuels such as alcohol, nitromethane, and some even nastier stuff than that.

That old-school mentality of power production is just as alive now as it was back then; only today, racers have a larger plethora of go-fast parts to choose from to meet their horsepower and e.t. goals, without resorting to forced induction.

While SUPER CHEVY usually focuses more on the pump gas, street/strip style of Bow Tie powerplants, we took a step off our usual path this issue to cover a more nostalgic, more radical style of engine build. The recipe was simple: big cubic inches, tons of compression, and good ol' alky — mechanically injected, the way it was intended to be.

We jumped at the opportunity to watch project Old School, Bad come to life in the same style it might've 50 years ago, but paired with

1 Being that a massive displacement and a stout cylinder block were paramount for our four-digit horsepower goal, a World Products Merlin III block formed the basis for the build. With a max bore size of 4.625 inches and a tall, 10.200-inch deck height, the block is capable of generating over 600 cubic inches. We ordered our block with a 4.495-inch bore that was finish honed to 4.500. Other benefits of the Merlin III block included priority main oiling and billet steel four-bolt splayed caps.



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the cutting-edge parts racers of yore would've killed for.

The engine's owner and builder, Ken Gilispie has been racing since 1984, and in that time, has been behind the wheel of just about everything short of a rocket ship — though rocket fuel is likely a different story.

Follow along as Ken assembles a

572-cubic inch engine for drag racing abuse in an '80s Top Alcohol Funny Car chassis. With the engine's expected quadruple digit output, and the car's 1,400-pound curb weight, it is expected to lay down 7.20s in the quarter-mile without breaking a sweat.

Next month we will check back on the build as it goes full-song on the

engine dyno at Westech Performance. Will it be able to crack the 1,000-horsepower mark on a naturally aspirated, 24-degree head? We can't wait to find out. But for now, enjoy the subtle nuances of assembling a bad-to-the-bone, big-cube race engine and the awesome parts that make it possible. 



2 After the World block was finish-honed to size by Dougan's Engine and Machine in Riverside, California, it was ready for assembly. Installation of this custom Bullet camshaft was the first step of the build. The bumpstick specs in at a serious 0.900-inches of lift on the intake and 0.850-inches of lift on the exhaust. Duration lasts 285 and 300 degrees respectively at 0.050-inches of lift, and the lobes are ground on a 115 lobe separation angle.

3 Gilispie sets the Crower 4.500-inch stroke Enduro forged crank into the block after checking clearances on the Clevite bearings. This monster of a crank weighs in at 85 pounds due to all of the extra strengthening material. Kerry Novak, of Crower, said this same raw forging is used to make both big-block Chevy cranks as well as nitro hemi cranks. That's some serious strength.

4 World Products takes no chances with the bottom end of their Merlin III block. These four-bolt billet steel splayed caps rigidly anchor the crank into the block's beefed-up webbing and ensure high-horsepower outputs don't cause the ever-dreaded cap walk.

5 Gilispie torques the ARP 12-point hardware in the main caps in three stages, just like any other big-block.

6-7 A beltdrive is the preferred method of camshaft phasing and adjustment. "It offers lighter weight and easier adjustability than a timing chain," said Gilispie. He installed the thrust plate and cover then uses a dial indicator to check endplay. Because the engine uses a solid roller camshaft, excess endplay is a major concern. If the cam moves too far fore or aft, it will toast a roller lifter. The beltdrive also has a small pulley to drive the front-mount distributor.

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8 These forged 2618 aluminum pistons are the careful machine work of Ross Racing Pistons. In order to deliver a whopping 16.2:1 compression, gigantic domes mirror the chambers in the Profiler Sniper X heads. They utilize a modern thin ring pack and are drilled for gas ports to seal the fire and flames. Total Seal gapless piston rings are also utilized to contain the massive compression.

9 Here is a close-up showing the Total Seal gapless piston rings. The lower ring has a very small L-shape cut into it. This allows an upper ring to seat on top of it and the gaps between those two rings are spaced 180 degrees apart. The rings increase cylinder pressure and, especially in alcohol applications, help prevent fuel from washing down the bores and contaminating the oil.

10 Gilispie hangs the rings on the Ross Pistons, using a spiraling motion for the oil rings and ring expanding pliers for the compression rings. It's important to install all rings properly, but thin rings even more so. If you put a bend into them, say goodbye to a good cylinder seal.

11 MLS head gaskets from Cometic seal the combustion chambers, while ARP cylinder studs provide the clamping load on the Profiler cylinder head.

12 With the bottom end complete, the Profiler 375cc Sniper X CNC heads are lowered over the studs and onto the Merlin III's deck surface. In case you were wondering; yes, you can drop an iPhone down the intake port. Ask us how we know. These heads flow an insane 477 cfm at 0.900-inches of lift on the intake port – That's flow the massive cam can take full advantage of.

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13

Connecting the Ross Racing Pistons to the crankshaft are a set of Crower Maxi-Light rods. This is a serious set of billet steel rods that is more than ready to handle the downright mean horsepower this engine will throw at them.

14

This custom aluminum oil pan will seal the bottom end and carry the lifeblood of the engine, while a Fel-Pro one-piece rubber gasket will keep everything leak free. When using long-stroke cranks such as this Crower 4.500-inch unit, care needs to be taken when selecting an oil pan. This pan has the sides pushed out to the maximum to clear the rods and counterweights. Note the pipe plugs that are removed to gain access to the inner pan bolts.

15

With the kind of spring pressure required by the 0.900-lift Bullet cam (375 pounds on the seat and over 1,000 pounds at full lift), a stout valvetrain is a requirement, not a suggestion. Erson solid roller lifters with bronze-bushed wheels transmit power to Manton 7/16-inch pushrods and T&D shaft-mount rockers - a parts grouping favoring strength and valvetrain stability above all else.

16

A feeler gauge is used to set the cold lash between the T&D rocker and the Erson triple springs, retainers, and valves.

17

Gilispie polished the lifter valley to aid in return oil flow to the pan, something he has done on all of his race engines. The Merlin III block can also be ordered with bronze bushed lifter bores, though this block does not have that option.

18

Massive Fel-Pro race gaskets seal the intake manifold to the head, along with a healthy dose of grey silicone.

19

With the valvetrain buttoned up, Gilispie lowers a massive, Dart tunnel-ram onto the engine. The intake is available with multiple tops for single carb, dual carbs, and various kinds of injection systems. It is also cast with plenty of bosses for fuel injectors or nitrous nozzles to call home.

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20



24



21



25



22



26



23



20

The manifold comes with ports designed for more modest cylinder heads, but there is tons of meat for port matching. Gilispie spent just under a day hogging out the intake to mate up to the giant 375cc runners on the Profiler Sniper X CNC heads.

21-22

Here's a close-up of the injector nozzles for the Enderle system.

23

This Enderle Injection set was originally plumbed for a low-deck block, so it took some adjustment of the injector lines to get everything plumbed properly for the 10.200-inch deck height of the Merlin III block. The lines all stem from the barrel valve and distribution block, which supplies idle and wide-open-throttle mixture to the engine.

24

This aluminum adapter allows the Enderle Injection to bolt to the top of the Dart tunnel ram intake manifold.

25

Lastly, the massive Bird Catcher injection bolts to the adapter plate.

26

The Mallory front-mount distributor runs off the belt drive rather than the camshaft, which provides a more accurate timing signal by eliminating any flex of the cam from the equation.

27

If this isn't a menacing induction system, nothing is. The completed 572ci engine is now ready to tear it up on the dyno. Stay tuned!

SOURCES:

Crower

619-661-6477
crower.com

Dart Machinery

248-362-1188
dartheads.com

Erson

800-641-7920
pbm-erson.com

Manton Pushrods

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mantonpushrods.com

Profiler Cylinder Heads

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Ross Racing Pistons

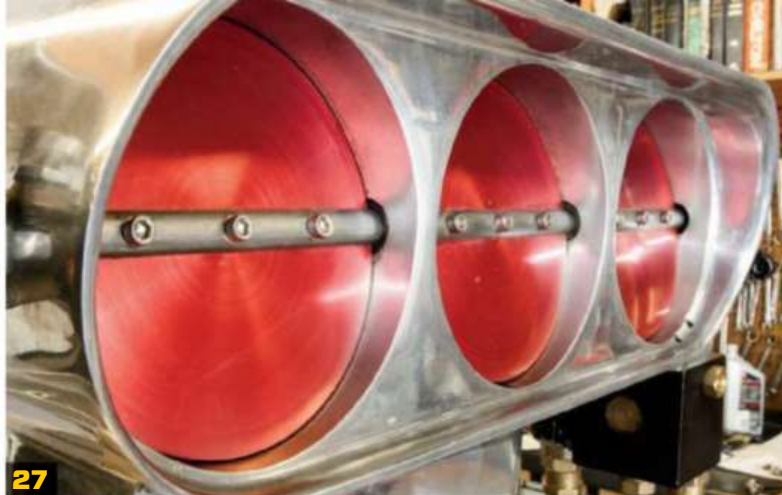
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Converting to an overdrive transmission, like the Performance Automatic 4L60E unit pictured here, will help keep the revs down on the highway but also be strong enough to handle the power under the hood.

The company makes it easy with dozens of different Street Smart systems with four-, five-, and six-speed automatic overdrive transmissions designed for all types of Chevy engine packages. In fact, the company even offers specific packages to mate up with most Chevrolet Performance crate engines. The Street Smart systems include an application-matched transmission that includes a torque converter, dipstick and fill-tube, trans cooler with steel braided lines, transmission mount, and other supporting hardware if needed, such as

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a TV-cable, shift linkage, and vacuum lines. All electronically controlled Street Smart packages include a stand-alone transmission controller like an MSD Atomic trans controller or PCS unit.

The 4L60E is one of Chevrolet's most popular rear-wheel drive overdrive transmissions as it enjoyed a service life that began in 1993 as the slushbox for General Motors' truck and SUV offerings. It moved to passenger vehicles beginning with the 1994 model year. According to Performance Automatic's Harvey Baker, 4 designates the four forward gears; L represents longitudinal, or rear-wheel drive; 60 is the torque rating (up to 360 lb-ft according to GM literature); and E indicates that it is electronically controlled. The end of the line for the 4L60E was 2002 but with millions of units in service worldwide, it has been a popular transmission in the high-performance overhaul market.

Performance Automatic offers several versions of the 4L60E transmission with horsepower capabilities ranging from 500 to 700 hp, depending on the internal upgrades and torque converter selection. Those internal modifications range from factory-fresh parts to upgraded planetary gearsets, stronger input and output shafts, hardened drum and sun shell, and, of course, Raybestos clutch packs. For applications up to 550 hp, Performance Automatic runs the standard four-pinion planetary gearset. A stronger five-pinion set is used above that threshold and both of those planetary gearsets carry the stock gear ratios of 3.06 (First), 1.63 (Second), 1.00 (Third), and 0.69 (Overdrive). An optional six-pinion planetary is available and that provides the following gear ratios: 2.84, 1.55, and 1.00, and 0.69.

There are two transmission controller choices, and the 4L60E that we followed through production was being shipped

with an MSD Atomic transmission controller, which is part of the Street Smart package. The MSD controller does not need a PC for configuration as a hand-held controller allows the user to navigate the setup and control screens. Basic operations include adjusting shift points, shift firmness, torque converter controls, live monitoring, and even a dyno mode that allows consistent chassis dyno testing. The Street Smart system also includes a torque converter that Performance Automatic representatives work with each individual to match to the engine combination.

"The 4L60E electronic overdrive transmission is a great choice for any street rod, muscle car, or Pro Touring machine. This trans incorporates modern technology, is durable and reliable, can be modified to handle up to 700 horsepower, and you can put it in Overdrive and cruise anywhere," Baker says in closing. 📺



1 One of the common weak points of a factory 4L60E is the sun shell. Performance Automatic adds a hardened sun shell that is thicker throughout the entire piece, especially in the spline area to handle increased horsepower and torque.

2 There are three levels for the input drum. Stage 1 is a stock drum but with a reinforcement sleeve (shown) that is good up to 500 hp. Performance Automatic Stage 2 4L60E packages utilize the stock drum with reinforcement sleeve plus a hardened input shaft for applications up to 650 hp.

3 The Stage 3 drum is a hardened unit with a bolt-on pressure plate (shown) for applications above 650 hp. The billet pressure plate is resistant to flex when compared to the factory plate. Of course, the hardened input shaft is part of the Stage 3 drum package as well.

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4

Four-pinion planetary gearsets (left) are used in applications up to 550 hp. A five-pinion planetary gearset (right) is added when power goes above that level. Both planetary gearsets carry the stock gearing, which is a 3.06:1 First, 1.63:1 Second, 1.00:1 Third, and 0.69:1 Overdrive.

5

Performance Automatic has an optional (and stronger) six-pinion planetary gearset that changes the gearing to 2.84:1, 1.55:1, 1.00:1, and 0.69:1.

6

Lined up are the Second gear servos, on the right is the factory unit that Performance Automatic never uses — ever. The company standard is the sturdier Corvette servo (middle) in its base 4L60E packages. On the left is the billet servo upgrade that offers a larger apply area for more holding force on the band and firmer shifts.

7

On the bottom is the Performance Automatic hardened output shaft that is rated to over 700 hp and is optional in all stages of the 4L60E. On top is the factory output shaft for comparison.

8

The four-pinion factory rear planetary gearset is always replaced with the stronger five-pinion rear planetary.

9

Performance Automatic has a custom-made gasket and seal kit that is standard in all of its 4L60E transmission packages.

10

The Low and Reverse clutches are replaced with Raybestos high-performance clutches.

11

These are the Stage 1 forward and overrun clutches; of course, they are Raybestos branded as well.

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Stage 4 Kit

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Stage 5 Kit

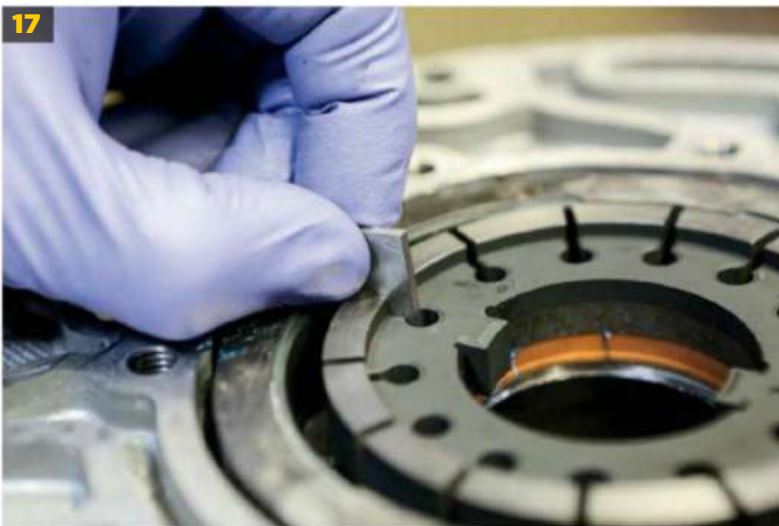
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12
Here, the drum is being fitted with Raybestos 3-4 Z-Pak clutches.

13
Once the drum is filled with the appropriate Raybestos clutch packs and is assembled on the bench, it is lowered into the factory 4L60E housing.

14
On the right is the standard width Second/Fourth band, which Performance Automatic uses a Raybestos high-performance band. For higher horsepower/torque applications, it goes with the wider Raybestos band on the left.

15
The Raybestos bands feature a high-energy friction coating for superior holding strength and durability in high-performance applications.

16
Here is the Corvette servo assembly being installed in the 4L60E case.

17
The front pump is rebuilt and modified; part of the overhaul includes all-new pump vanes being installed.

18 & 19
The pump is bolted together using 18 ft-lb of torque because there are two aluminum halves. Do not over-torque the pump or you risk of distorting it.

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20
The valvebody is modified in several ways to have a better lockup "feel," upgraded Second/Third downshift springs, and pressure adjustments.

21
A new pressure manifold in the valvebody is added to all 4L60E rebuilds.

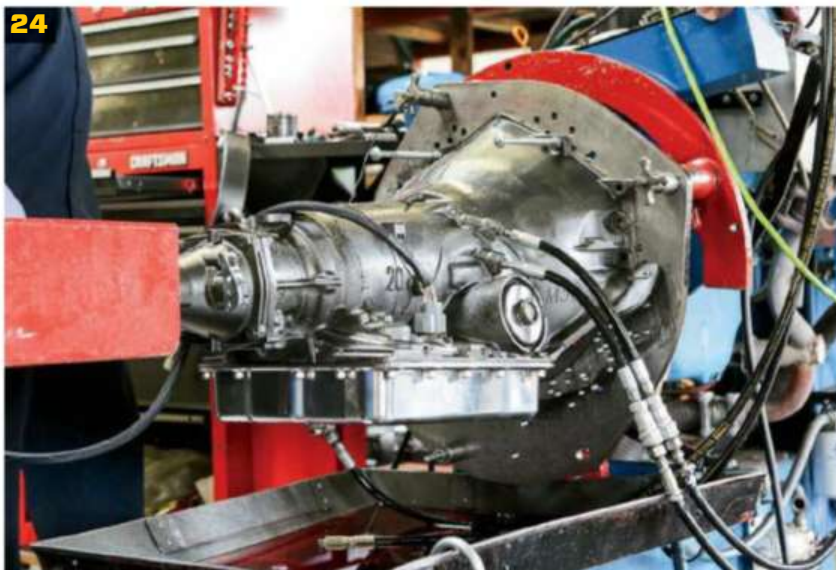
22
The 4L60E Street Smart transmission package comes with a stand-alone MSD Atomic transmission controller. It uses a hand-held controller for setup and shifting adjustments, preventing the need for a laptop/PC.

23
A new plug is installed in the 4L60E core. This is where the transmission controller plugs in.

24
All transmissions are run on a transmission dyno before being shipped. The operator shifts through all gears, including Reverse, to verify the unit is in perfect running order. Performance Automatic has a stand-alone controller wired into the dyno for electronic overdrive transmission testing.

SOURCES:

Performance Automatic
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performanceautomatic.com



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7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP
 LOT 69115/69137
 69249/69129/69121
 877 shown

SAVE 55%

\$3.99

REG. PRICE \$8.99

15810796

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

20% OFF

ANY SINGLE ITEM

LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

15791556

How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 600 Stores Nationwide.

WOW SUPER COUPON

PITTSBURGH

2 TON FOLDABLE SHOP CRANE
 LOT 60388
 69514 shown

SAVE \$120

\$179.99

REG. PRICE \$299.99

15796479

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

• Includes Ram, Hook and Chain

SUPER COUPON

SAVE OVER \$51

90 AMP FLUX WIRE WELDER
 • No Gas Required
 LOT 61849/62719
 68887 shown

\$98.88

\$109.99

REG. PRICE \$149.99

15802392

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WE CARRY A FULL LINE OF WELDING WIRE

WOW SUPER COUPON

2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR
CENTRAL PNEUMATIC
 LOT 67847 shown
 61454/61693/62803

SAVE \$70

\$149.99

REG. PRICE \$219.99

15773906

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

RAPID PUMP® 1.5 TON ALUMINUM RACING JACK
PITTSBURGH
 • 3-1/2 Pumps Lifts Most Vehicles
 • Weighs 32 lbs.

SAVE \$60

LOT 69252
 68053/62160
 62496/62516
 60569 shown

\$59.99

REG. PRICE \$119.99

15780781

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

5 PIECE PLIERS SET
 LOT 69352/69351 shown
 69353/62597/62598/62823

PITTSBURGH

10" 8" 8" 6"

SAVE \$55

\$8.99

REG. PRICE \$19.99

15805888

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

9 PIECE 1/4" 3/8" AND 1/2" DRIVE WOBBLE SOCKET EXTENSIONS
PITTSBURGH
 LOT 61278/67971 shown

SAVE 60%

\$9.99

REG. PRICE \$24.99

15838609

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

6" VARIABLE SPEED DUAL ACTION POLISHER
NEW
 LOT 62862/62403
 69924 shown

SAVE \$72

\$57.99

REG. PRICE \$129.99

15826544

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

MECHANIC'S GLOVES
NEW
MEDIUM
 LOT 62434
 62426

SAVE 60%

\$3.99

REG. PRICE \$9.99

15812623

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

350 LB. CAPACITY SERVICE CART WITH LOCKING DRAWER
US GENERAL

LOT 61161
 90428 shown

SAVE \$92

\$57.99

REG. PRICE \$149.99

15790306

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

MOVER'S DOLLY
HaulMaster
 LOT 60497/93888 shown
 61899/62399

SAVE 40%

\$8.99

REG. PRICE \$14.99

15829226

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

• 1000 lb. Capacity

SUPER COUPON

SAVE \$150

110 LB. PRESSURIZED ABRASIVE BLASTER
CENTRAL PNEUMATIC
 LOT 69724/95014
 60696 shown

\$99.99

REG. PRICE \$249.99

15775255

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE
BADLAND
 LOT 61256/60813
 61889/68142 shown

SAVE \$300

\$299.99

REG. PRICE \$599.99

15906335

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

1/4" AIR ANGLE DIE GRINDER
CENTRAL PNEUMATIC
 LOT 62439/69945/32046 shown

SAVE 50%

\$9.99

REG. PRICE \$19.99

15791988

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

SUPER COUPON

PITTSBURGH

2000 LB. CAPACITY FOLDABLE ENGINE STAND
 LOT 69521/67015
 69522 shown

SAVE \$50

\$109.99

REG. PRICE \$159.99

15843008

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

LOWEST PRICES *EVERYDAY*

**600 Stores
Nationwide**

WOW SUPER COUPON

Customer Rating
★★★★★



**1/2" INDUSTRIAL QUALITY
SUPER HIGH TORQUE
IMPACT WRENCH**
LOT 62627
68424 shown

**AWARD
WINNING
QUALITY**

**SAVE
OVER
\$55**

\$74.14
~~\$99.99~~ REG. PRICE \$129.99

• 700 ft. lbs.
Max. Torque

"Top of its Class in Quality
at a Really Great Price"
— Hot Bike Magazine

15929369

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

FREE

WITH ANY PURCHASE

**3-1/2" SUPER BRIGHT
NINE LED ALUMINUM
FLASHLIGHT**
LOT 69052 shown
69111/62522
62573

**\$6.99
VALUE**

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one FREE GIFT coupon per customer per day.

15951536

WOW SUPER COUPON

**2 PIECE VEHICLE
WHEEL DOLLIES**
PITTSBURGH
LOT 60343
67338 shown

**SAVE
37%**

\$49.99
REG. PRICE \$79.99

• 1500 lb. Capacity

15862237

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**RETRACTABLE
AIR HOSE REEL WITH
3/8" x 50 FT. HOSE**
LOT 93897 shown
69265/62344

**SAVE
\$90**

\$59.99
REG. PRICE \$149.99

15853713

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**12 TON
SHOP PRESS**
CENTRAL
MACHINERY
LOT 33497/60604 shown

**SAVE
\$100**

\$99.99
REG. PRICE \$199.99

• Pair of
Arbor Plates
Included

15929032

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

4-1/2" ANGLE GRINDER
drillmaster
LOT 60625 shown
95578/69645

**SAVE
40%**

\$11.99
REG. PRICE \$19.99

15936408

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**44" 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET**
LOT 62744/69387
62270/62591
68784 shown

**SAVE
\$330**

\$369.99
~~\$399.99~~ REG. PRICE \$699.99

• Weighs
245 lbs.

15845251

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**CENTECH
AUTOMATIC
BATTERY FLOAT
CHARGER**
LOT 42292 shown
69594/69955

**SAVE
70%**

\$5.99
REG. PRICE \$19.99

15866645

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**4" x 36" BELT/
6" DISC SANDER**
CENTRAL
MACHINERY
LOT 62502
97181 shown

**SAVE
\$80**

\$59.99
~~\$79.99~~ REG. PRICE \$139.99

15850688

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**8750 PEAK/
7000 RUNNING WATTS
13 HP (420 CC)
GAS GENERATORS**
LOT 68530
69671 shown

**SAVE
\$260**

\$539.99
~~\$799.99~~ REG. PRICE \$799.99

15860964

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**PITTSBURGH
3 TON HEAVY DUTY
STEEL JACK STANDS**
LOT 38846 shown
69597/61196
62392

**SAVE
55%**

\$19.99
REG. PRICE \$44.99

15897756

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**6" SELF-VACUUMING
AIR PALM SANDER**
CENTRALPNEUMATIC
LOT 60628
98895 shown

**SAVE
66%**

\$19.99
REG. PRICE \$59.99

15862504

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**MECHANIC'S SHOP TOWELS
PACK OF 50**
LOT 46163 shown
69649/61878
61837

**SAVE
50%**

\$9.99
REG. PRICE \$19.99

15922066

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**1500 LB. CAPACITY
MOTORCYCLE LIFT**
PITTSBURGH
LOT 69995 shown
60536/61632

**SAVE
\$80**

\$69.99
REG. PRICE \$149.99

15871277

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**45 WATT
SOLAR
PANEL KIT**
LOT 62443
68751 shown

**SAVE
\$160**

\$139.99
REG. PRICE \$299.99

15927463

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

**3 PIECE TITANIUM
NITRIDE COATED
HIGH SPEED STEEL
STEP DRILLS**
LOT 91616 shown
69087/60379

**SAVE
55%**

\$8.99
REG. PRICE \$19.99

15951603

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/9/16. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed

• No Hassle Return Policy

• Over 25 Million Satisfied Customers

• Lifetime Warranty On All Hand Tools

• 600 Stores Nationwide

• HarborFreight.com 800-423-2567

SUPER CHEVY HOLIDAY GIFT GUIDE

Let's face it: Santa is a little behind on his car knowledge. All those hours spent with reindeer and elves afford the old guy in red precious little time to tinker with the coolest car parts on the market. Fortunately, that's all we do at SUPER CHEVY. And, in the spirit of the season, we've put together this holiday gift guide with some of the coolest parts for the gearhead in your life. Whether their car is a street cruiser, a show winner, or an autocross/dragstrip killer, you'll find something to suit their needs on the following pages.

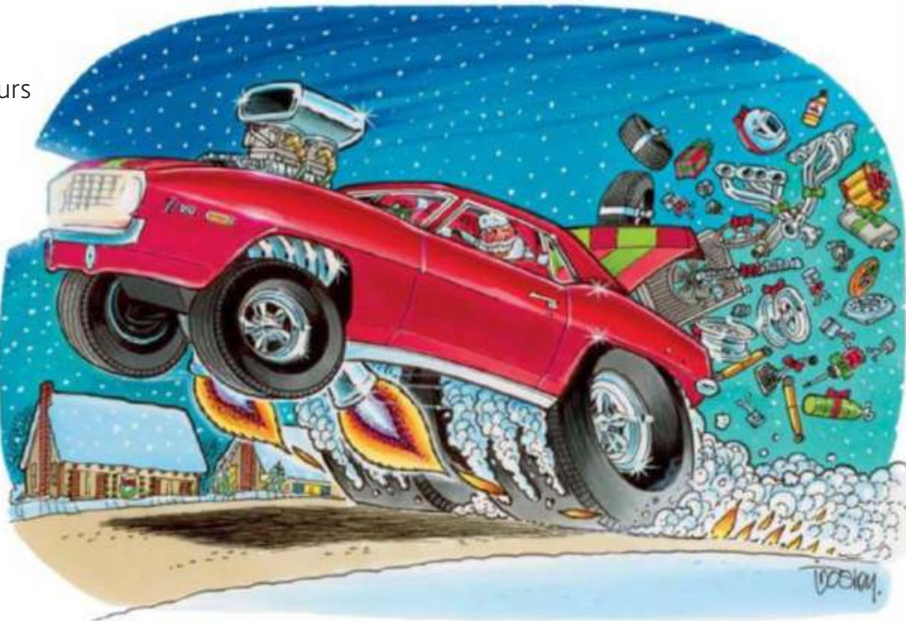


Illustration by George Trosley



SPEC, the innovator in GM LS clutch technology, introduces their new line of single-disc performance clutches for C5 and C6 Corvettes. The new design is currently shipping and features the same extreme capacities you would expect from a SPEC clutch, but with a pedal effort reduction of over 10 percent and no measuring/shimming and no hydraulic upgrade installation. These kits have the same release window as the original self-ratcheting units, but with the increased performance, reliability, and safety these cars demand. The kits support power levels up to an amazing 1,000 lb-ft of torque for the street/strip units and 1,200 lb-ft for drag-specific units.

SPEC INC.

800.828.4379

www.specclutch.com

SPEC
CLUTCHES & FLYWHEELS



Kenne Bell large-displacement and more efficient billet Twin Screw superchargers turn less rpm to develop the same boost with lower parasitic loss. This translates into huge horsepower gains with plenty of room to grow. Kenne Bell's 100 percent stock '10 Camaro test car with a standard Mammoth 2.8 kit and 20 psi with E85 pump gas achieved 800 rwhp. Even larger 3.2, 3.6, 4.2, and 4.7 kits are available. All kits include industry leading 4.5-inch Mammoth CAK and new Hi Density Core BIGUN Intercooler. Patented Liquid Cooled optional.

KENNE BELL

909.941.6646

www.kennebell.net

KENNE BELL



Performance Online's 1955-57 Chevy Bel Air Deluxe Engine and Transmission Mount Kits (TCM5557D) includes Everything Needed to install your hot new engine and trans into your Tri-Five. Engine mounts will accommodate small and big blocks and are available in the stock location or 3/4-inch forward, for those running HEI. The mounts are powdercoated black for a nice appearance and corrosion resistance. The transmission crossmember will accommodate most GM transmissions and is designed for maximum exhaust clearance. Rubber mounts are included but can be upgraded to polyurethane, and LS conversion mounts.

PERFORMANCE ONLINE

714.278.0098

www.performanceonline.com

PO
PerformanceOnline.com



Speed Dawg Shift Knobs offers a huge selection of premium quality gearshift handles including a full line of GM Officially Licensed shifter knobs. Several new styles and colors have been added and custom orders are available. All Speed Dawg shift knobs are manufactured to the highest quality standards and are made in the USA.

SPEED DAWG SHIFT KNOBS

866.906.7801 (IN U.S.)
717.741.2665 (OUTSIDE OF U.S.)
www.speeddawg.com



New Port Engineering has been the leader in windshield wiper upgrades for over 27 years. They offer over 180 all-new, bolt-in motor replacement kits and complete wiper assemblies for many popular GM, Ford, and other classic cars and trucks. Standard features include a modern, heavy-duty, two-speed, self-parking motor that is smaller and more powerful than the original. Options include intermittent delay switches and washer pump kits. See the complete application list at www.newportwipers.com. Drive through the rain in safety with a New Port wiper upgrade.

NEW PORT ENGINEERING

636.239.1698
800.829.1929
www.newportwipers.com



The GM Muscle Car line of suspension products from Chris Alston's Chassisworks offers a selection of simple front and rear suspension upgrade packages for popular 1955-'02 GM passenger cars. Kits include powdercoated front and rear antiroll bars matched with VariShock direct-replacement, billet-aluminum, smooth-body shocks or coilover struts in factory-valved, single- or double-adjustable versions. A great upgrade choice for moderate budgets.

CHRIS ALSTON'S CHASSISWORKS

888.388.0298
www.cachassisworks.com



Lokar offers a Throttle Cable Mounting Bracket and Spring Return Kit for 4150 Series Carburetors (Holley, Demon, Quick Fuel, etc.). Intended for street applications, the kit includes provisions for a throttle cable and a transmission kickdown cable, also available from Lokar. Each kit includes stainless steel return springs with dual-wound ends for safety and also has adjustable spring tension. Fits with most drop-base air cleaners and works with single- or dual-plane intake manifolds. Designed to be installed under the carburetor using four mounting bolts or studs (not included). Available in brushed or black finish.

LOKAR, INC.

877.469.7440
www.lokar.com



Classic design meets modern technology with YearOne's line of upgraded, cast-aluminum wheels for Chevy muscle cars. Designs include the Corvette Rally, the Magnum, the five-spoke Z28, and the N90, all in 17-inch diameters. Complete wheel kits with lug nuts and center caps ship free in the continental U.S.!

YEARONE

800.YEARONE
www.yearone.com



MuscleRods offers everything you need to drop an LS-based engine into your Chevy. Not only do they offer engine mount and crossmember kits that are specifically designed for your car, or the best options for headers and oil pans. Now available are the other components to finish your conversion. Drop in LS radiators, fuel systems, and front accessory drives that are all designed to work together. It's all just a click away.

MUSCLERODS

770.751.0687
www.musclerods.com





Ten years after its 2005 introduction, Fatman has redesigned their Camaro stub to use their GTech tall spindle and Sportalign system, which allows easy and repeatable dual settings for Interstate and track! Any 1967-'69 Camaro brake system will fit this spindle, saving your already spent dollars.

FATMAN FABRICATIONS

704.545.0369

www.fatmanfab.com



Classic Performance Products' Hydra Stop is a direct fit, high-performance hydraulic brake assist system. These systems work great when running a performance engine setup and there is not enough vacuum produced to operate a traditional booster. Simply plumb into your power steering system and share the fluid reservoir of your power steering pump with your high-performance brake system. Kit includes: high-pressure line set, heavy-duty return line, pedal rod and mounting hardware. Assembled with all-new parts, this unit puts out an amazing 1,800 psi at the wheels. Street Beast package also includes aluminum Corvette-style master cylinder, side-mounted Prop & Stop Block kit, and all necessary fittings and hardware.



CLASSIC PERFORMANCE PRODUCTS

800.830.0952

www.classicperform.com



Classic Performance Products' 500 Series steering box provides late-model steering technology with a 14:1 ratio and all-new components. These new boxes bolt directly to your frame without any need for additional brackets or adapters, and utilize the original power steering pitman arm. They use a 3/4"-30 coupler and inverted flare (11/16"-18 pressure and 5/8"-18 return) hoses. Direct replacement applications are available for 1967-'87 C10 trucks, 1967-'79 Camaros, 1967-'77 Chevilles, and 1968-'79 Novas. Custom applications are also available for fullsize 1955-'64 Chevys. Boxes start at \$379 and complete kits start at \$599. Get yours today!



CLASSIC PERFORMANCE PRODUCTS

800.830.0952

www.classicperform.com



Classic Performance Products has introduced C5 Uprights/Spindles that are a direct bolt-on for Chevilles, Camaros, and Novas. The upright/spindle utilizes a C5 bearing hub assembly to greatly reduce flex on the factory spindle pin and eliminate caliper piston push back. The C5 Upright/Spindles utilizes C5 brakes or any other aftermarket alternative options such as Wilwood, Brembo, and Baer. The early A-, F-, and X-body tall spindle helps with improved geometry by giving a better camber change during suspension movement. This spindle offers superior performance for a great price!

CLASSIC PERFORMANCE PRODUCTS

800.830.0952

www.classicperform.com



Classic Performance Products carries a wide variety of Classic Fit EFI fuel tanks with built-in trays and appropriate fittings. These are original fit tanks and require no modifications to properly install. Utilizing original fill positions, they simply mount like the factory tank. This is the best choice for adding a fuel-injection-ready tank to your classic vehicle. These kits include the mounting straps and hardware. Available separately are the proper fuel pumps, sending units, fuel regulators, as well as a complete fuel line plumbing kit to make CPP your one stop shop for your LS engine/fuel injection conversion.

CLASSIC PERFORMANCE PRODUCTS

800.830.0952

www.classicperform.com



The HTP Striker Digital Welding Helmet gives you a whopping 12.25 square inches of viewing area! Along with welding, cutting, and grinding modes, you have precise adjustment over all the welding parameters with the digital controls. Four arc sensors mean the helmet will never lose sight of the arc. \$139.95 includes free shipping.

HTP AMERICA/USAWELD

800.USA.WELD

www.usaweld.com



Delta PAG's high-performance brushless cooling fans use cutting-edge technologies for ultimate cooling performance.

Moves over 2,800 cfm at only 2.70 inches thin - Reduce amp draw (only 13 amps for 2,800 cfm) - Increase reliability (lasts 10x longer) - Infinitely adjustable - Soft-Start tech eliminates power spikes - The thinnest, most efficient 2,800-cfm fan on the market - With Delta PAG's digital controller you can adjust speed and on/off temperatures for two fans independently. Also, control fans with your OEM/aftermarket computer. Fan kits include everything you need, such as waterproof wiring harness, digital controller, brushless fan and sensor. No relays or temp switches are needed for a brushless system, increasing reliability. A fabricated custom aluminum shroud can be had for only \$89. Complete cooling packages also available: radiator, shroud, and fan(s) for any vehicle for as low as \$600.

DELTA PAG

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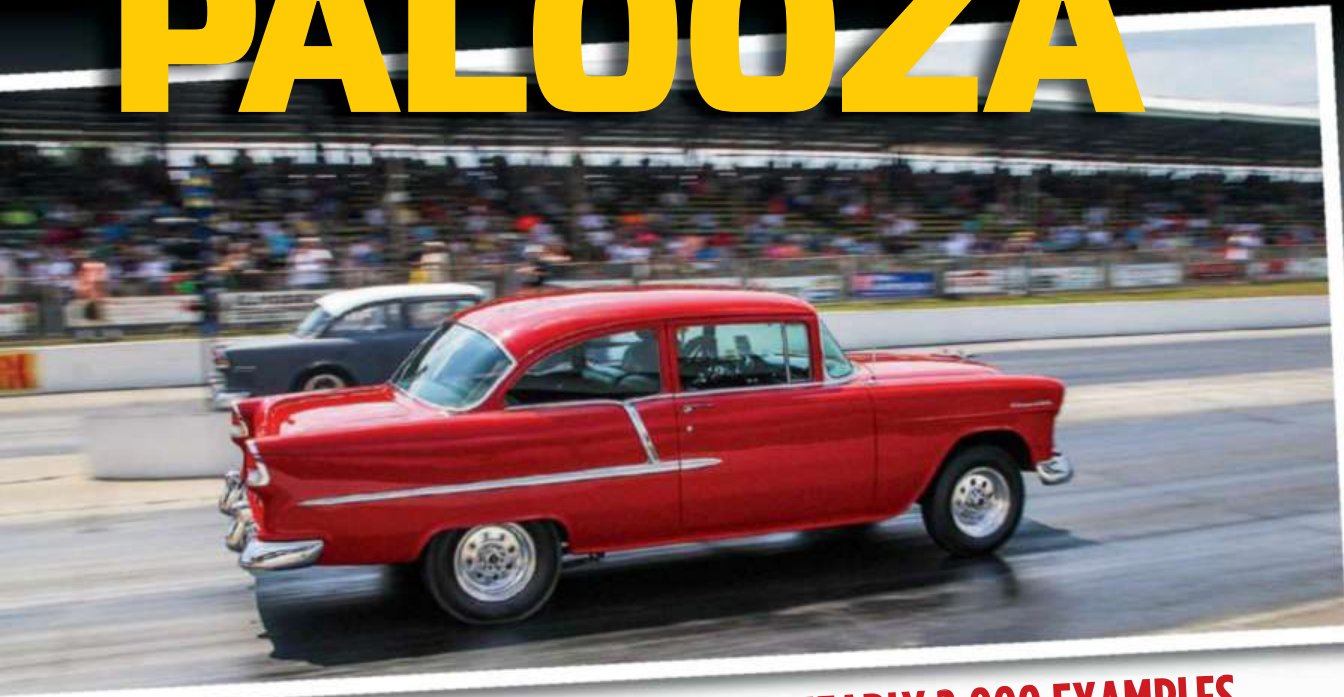
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INAUGURAL TRI-FIVE NATIONALS HOSTS NEARLY 2,000 EXAMPLES OF '55, '56 AND '57 CHEVYS FROM ACROSS THE COUNTRY

By Patrick Hill • Photos by the Author

It's been over 60 years since the first Tri-Five Chevy hit dealer showrooms. And, in that time, the models triumvirate of Chevrolets haven't lost any of their popularity. This was easily proven at the inaugural Danchuk Tri-Five Nationals presented by Super Chevy magazine and produced by Woody's Hot Rodz. With 1,758 1955-'57 Chevys filling up the car show space at Beech Bend Raceway in Bowling Green, Kentucky, it was easily the largest gathering of Tri-Fives in one place since they were being built and filled the lots at GM factories across the country.

The two-day event featured a massive car show, drag racing, and an autocross competition. As an added bonus, the Golden Star Auto '55 210 sedan, built by Woody's Hot Rodz, was given away to a lucky fan. Also announced was the formation of the new American Tri-Five Association, a club for owners and enthusiasts of Shoebox Chevys to interact with each other and enjoy similar passions for the cars that helped reinvigorate Chevrolet and put the brand at the front of the American car scene..



The Tri-Five Nats featured a large gathering of both original and newly built gasser-style cars.



Back in 1955, air conditioning was a luxury item on Chevrolets, and it's unusual to see a Tri-Five with this factory option. This Harvest Gold/India Ivory '55 Nomad had it, along with factory power brakes, power steering, windshield washer, and a host of other options. The interior color was green and beige waffle-pattern vinyl.

AUTOCROSS RESULTS

Sam Matchett, '55 sedan - 84.188 average
Al Alcipiter, '55 sedan - 85.775 average
School of Automotive Machinists, '57
sedan - 86.789 average

RACE WINNERS

Top Eliminator:
David Rice, DeMossville, KY
Junior Eliminator:
Mike Morris, New Haven, KY
Nostalgia Gasser:
Richard Fox, King of Prussia, PA
Junior Stock:
Tony Bennett, South Dayton, FL
DOT Stock:
Chad Willet, Henderson, KY

SPECIALTY AWARD WINNERS

Axalta Choice Award:
Harold & Teresa Caldwell,
Powder Springs, GA
Strange Motion Award:
Jerry Eckholdt, O'Fallon, MO
Coker Tire, Best Tri-Five on Coker Tires:
Jeff Spear, Hampton, IA
Gasser Wars Magazine Best Gasser:
Dave Verschave, Tinley Park, IL
Gasser Wars Magazine Survivor Award:
Ken Gunning, Blue Bell, PA
Cragar Wheels Hot Rod Heritage Award:
Ray & Darleena Thenot, Hamilton, OH
Steele Rubber Award of Excellence:
James Foos, Granger, IN
The American Tri-Five Association
"Tri-Five of the Year" Winner:
Joe & Josh Bailey, Maryville, TN

DANCHUK TRI-FIVE NATIONALS CLASSIC INSTRUMENTS / VINTAGE AIR TOP 25

Charles Leonard
Dave VerSchave
Joe Bailey
David & Bonnie Warfield
Tim Myer
Larry Hays
Rudy Laris
John S. Vickers
Scott Sheets
Larrie Mathews
Brian Baker
Terry Sealock
Alan Scarborough
George Poteet
Gary Brown
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If you're a veteran SUPER CHEVY reader, you might recognize Bill Wamboldt's '55 gasser from the feature we did on the car back in 2011. Since then, he's installed a new 400-cubic-inch Dart-based small-block, swapped out the four-speed for a TH400 automatic, and added some handmade zoomie headers.



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NEW!



The swap meet at the event was loaded with all sorts of cool stuff. This '55 hardtop had a \$6,250 or best offer price, and the seller claimed the original 265 under the hood was still running and viable.



This 150 sedan was originally owned by President Dwight Eisenhower's son John, bought new while Ike still lived in the White House.

With 1,758 1955-'57 Chevys filling up the car show space, it was easily the largest gathering of Tri-Fives in one place since they were being built and filled the lots at GM factories across the country.



Larry Burns from Greenup, Kentucky, won this totally brand new '55 built by Woody's Hot Rodz. The car's giveaway was a centerpiece of the inaugural Tri-Five Nationals, and showed off how you can build a complete '55 Chevy with few original parts.

Only 11,196 150 utility sedans were built in the '55 model year, so seeing one today is pretty unusual. Woody Carrell's car is even more unusual because it was body number 37 to roll off the Van Nuys assembly line, and the 37th utility sedan built overall. It was originally owned by a pharmacy and used for deliveries, then bounced around for a few decades until Woody purchased it before the previous owner could scrap the car. Under the hood is a 330-horsepower, 350ci crate engine, backed by a Tremec TKO five-speed.



Another unusual '55 model to see is the 210 hardtop. Sport coupes with 210 level trim didn't become available until the middle of the model year, so only 11,675 were built. This Shadow Gray example belongs to North Carolina's Lee Caplan.

You might recognize Dan Duffy's '56 210 sedan. It was a Great Eight finalist in the 2014 Ridler Award competition, and is one of the most impeccably built Tri-Fives you'll ever see.



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Many of the progenitors of the automotive aftermarket had competitive race cars they used for R&D as they started their companies to meet the needs of racers such as themselves. Jesel Rocker Arms founder Dan Jesel raced a '56 Sedan Delivery just like this one back in the mid-'60s. His brother Wayne was the ringleader in building this re-creation of the famous gasser.



Another interesting car for sale in the swap meet was this '56 Bel Air four-door sedan. While that in itself isn't unusual, what does set this car apart is it was a heavily optioned car from the factory, with a 265 power pack V-8, power brakes, power steering, factory A/C, factory power front seat, power windows, EZ1 glass, electric wipers, Wonder Bar radio, rear speaker, and front/rear bumper guards.



On the outside, this '56 210 Handyman Wagon looked stock, but under the hood was an LS V-8, power disc brakes, and a few other modern accouterments.



This is the original car West Coast racer John Barkley campaigned in Stock Eliminator. Just after the event, it came out that John struck a deal to bring his old racer back home. John says his plan is to keep the car looking just like this, but make it into a fun nostalgia street/strip '57 he can enjoy whenever he feels like it.



If you want to own a classic Chevy with modern handling prowess, this might be the car for you. The Fatman Fabrications '57 is a past competitor from the Super Chevy Handling and Suspension Challenge, and it's currently for sale. Contact Brent at Fatman Fabrications for more info.



Your eyes don't deceive you, that's black chrome you see adorning this '57 Bel Air sedan. StripMasters Inc. in Milton, Florida, built this spectacular car. The original '57 the customer brought to the shop was so rusty they ended up using the first production all-new '57 sedan body from Woody's Hot Rodz for the build. It features an Art Morrison chassis and LS power under the hood.



This is a rare '57 fuel-injected hardtop.



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Also for sale in the swap meet was this original '57 dual-quad 283 hardtop.



Another car loaded with factory options was Al Moore's power-pack-283-equipped '57 Bel Air hardtop. Al bought the car in 2001 and didn't finish it until May of this year. Its option list includes factory A/C, power steering, power brakes, power windows, power front seat, emergency brake warning light, front and rear bumper guards, EZI glass, windshield washers, and power antenna.



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On the autocross, folks were showing off why Tri-Fives are capable corner carvers with a few tweaks, or in some cases, a whole aftermarket chassis. Leslie Jones was throwing her 5.3L LS-powered '56 150 sedan around the course like a pro. The car has a 4L65E trans, with a harness that her husband Clay built himself to run the engine and trans with the stock computer. It has Heidts drop spindles, Eibach front lowering springs, Global West lowering leaf springs in the back, and a Heidts disc brake conversion with Wilwood master cylinder.



They don't have to be pretty to be enjoyed! This rare '57 210 hardtop (only 22,631 built) was driven all the way to Bowling Green from Indiana. And from the looks of the patina, it's still wearing most of its factory Imperial Ivory paint.

Monte Buck drove his barn find '57 210 wagon 450 miles all the way from Arkansas for the event. When he got it, the original 283 was seized, so it was swapped out for a mild 327/200-4R combo, which got them 16 mpg on the trip. It was originally built at the Van Nuys plant, and ended up in Oklahoma in the '70s before landing in Arkansas where Monte bought it.



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Leave it as is, or the start of a great Pro Touring build? This Surf Green/Highland Green survivor 150 sedan came out of Phoenix and only had 59,000 original miles. Like many 150s, it didn't have many options, including a radio or heater, but the original owner decided to get power steering added onto the car's 235 inline-six, and curiously wanted electric wipers for the occasional desert rain storm.



Hmmmm, this guy might need some sway bars for his '55!



In his quest to win the autocross competition on Saturday, Mike Hoover got a tad overzealous on the course and made a spectacular, cone devouring spinout that, unfortunately hurt his time average.



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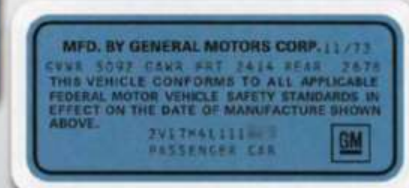
1971 Chevy Corvette



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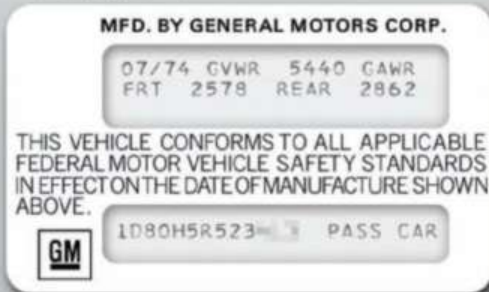


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Lloyd Gaskins was having plenty of fun in his '57 four-door sedan on the autocross. It has CPP tubular control arms, an A-body disc brake conversion, a 0.060-over 350 with a 700-R4, and a stock rear with a factory posi unit and 3.55 gears.



Another four-door on the autocross was this Art Morrison chassis equipped '56 Bel Air sport sedan.



It was a showdown of the fastest '57s on the street. 2014 Hot Rod Magazine Drag Week champion Jeff Lutz brought out both of his twin-turbo rides to make exhibition passes at the Tri-Five Nationals.



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1 MIKE LANDINO 1969 CAMARO

Quick Take: Mike Landino bought the car in 1973 at age 19. It now runs a blown 355 small-block with original, untouched interior and original drivetrain from the bellhousing back. It also features original front suspension, badges, and window glass except for a replaced windshield. The color is HOK Stratto Blue.

2 JEFF BRADY 2010 CAMARO SS 2012 CAMARO ZL1

Quick Take: Jeff Brady told us "I run the SS at the dragstrip and the ZL1 on the road courses. The SS runs an 11.3 in the quarter-mile and the ZL1 has been to many of the top-rated road courses across the country, including Road Atlanta, Watkins Glen, Daytona, and VIR. Under the SS hood, a naturally aspirated LS3 with Livernois tuned camshaft and cylinder heads puts out 580 hp. A BMR Suspension drag package helps all that power hook at the track. The ZL1's supercharged motor produces 585 horsepower."

3 M. GUTIERREZ 1968 CAMARO

Quick Take: M. Gutierrez, from Tucson, Arizona, owns this great looking '68 Camaro Z/28 clone that runs a 383ci stroker engine with an Edelbrock Victor Jr. intake, 750-cfm Holley carburetor, Hooker headers, and a beefed-up TH400 with 3,000-stall torque converter. A 10-bolt diff with 3.73 gears brings up the rearend.

4 KRISTI RENSBY 1966 CHEVELLE

Quick Take: "Truly a labour of love." Kristi Rensby's husband, Randy, purchased her '66 Chevelle as a basket case in September 2012, restored it from the ground up, then mid-May 2014, the Chevelle hit the streets of Burns Lake, British Columbia, Canada. The color is Plum Mist metallic. Power comes from a fresh 350 backed with a Muncie M21 four-speed transmission.



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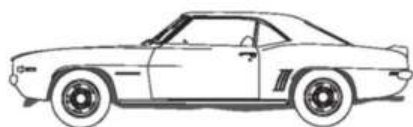
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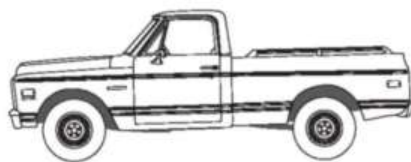
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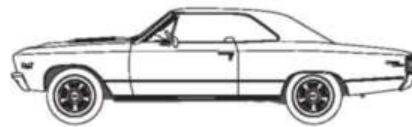
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